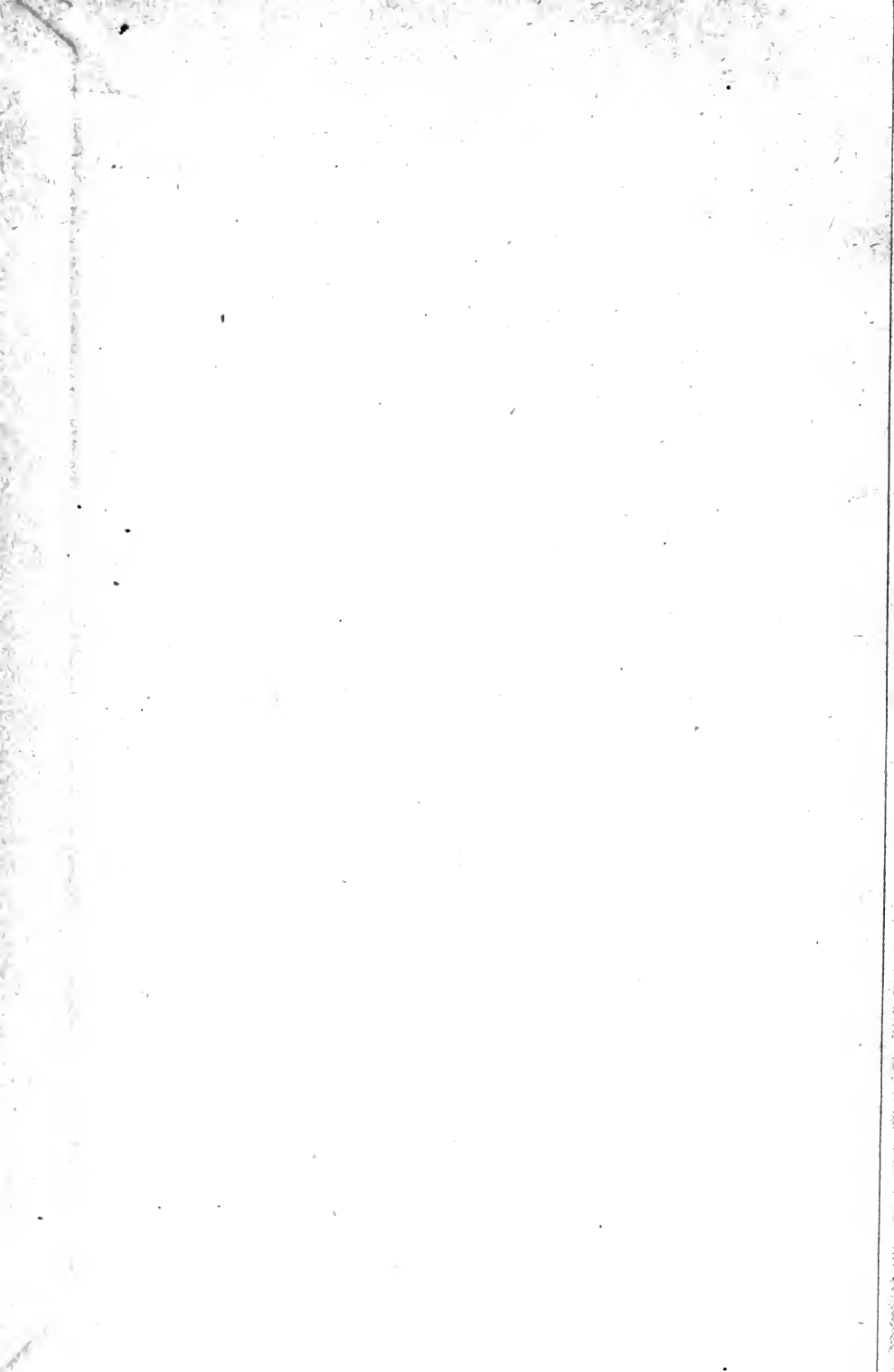
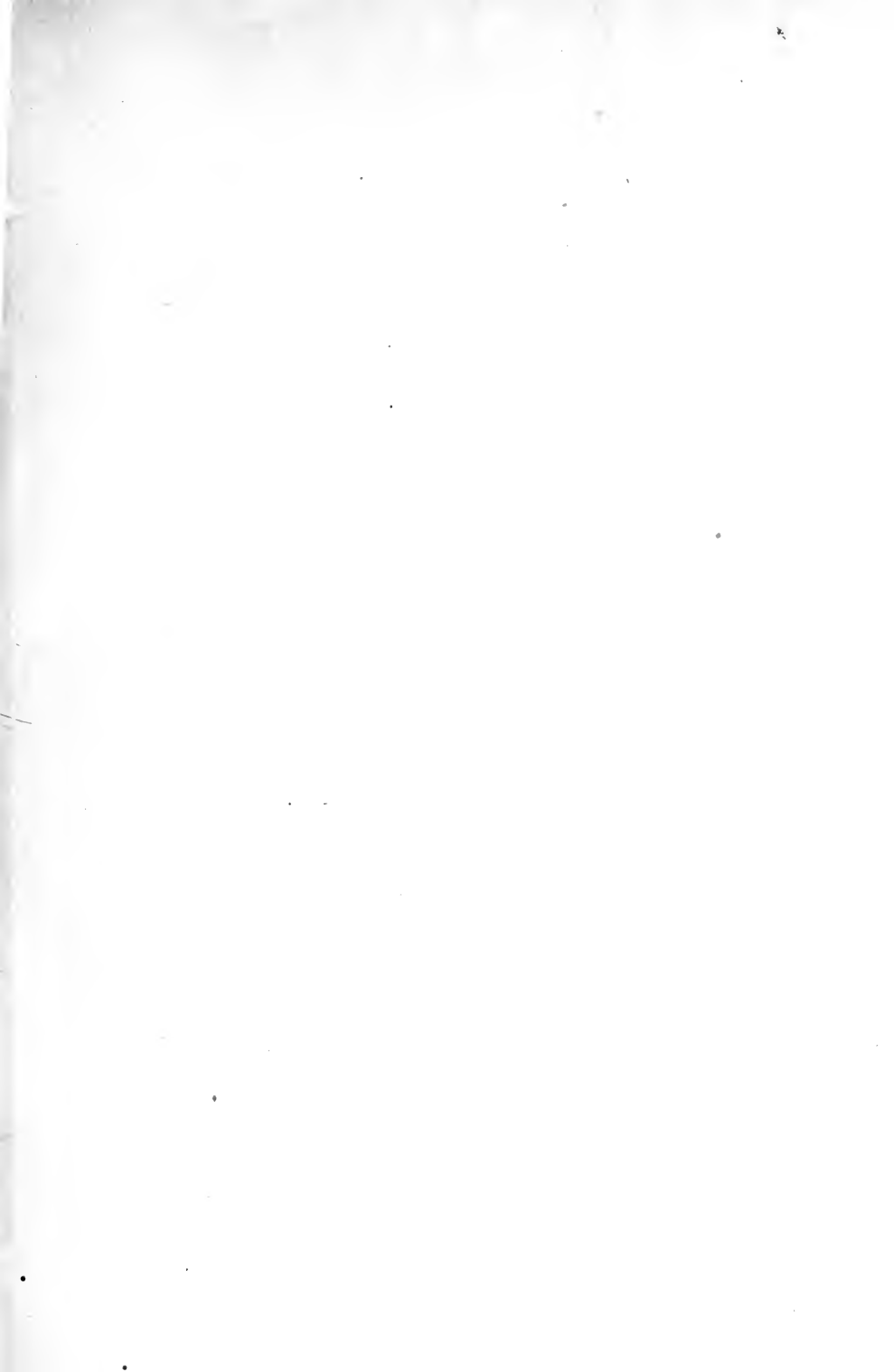
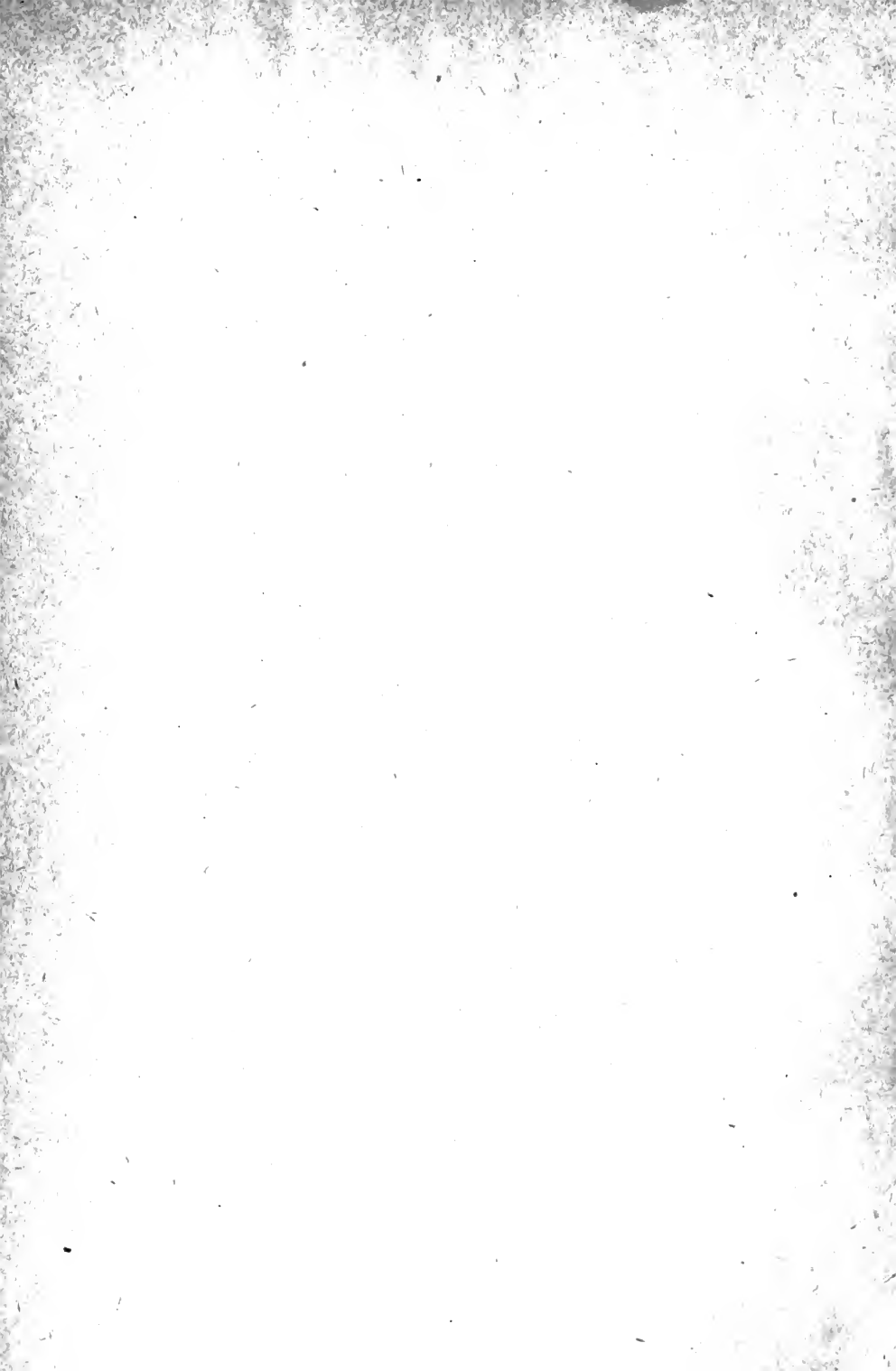


UNIV. OF
TORONTO
LIBRARY





Digitized by the Internet Archive
in 2007 with funding from
Microsoft Corporation



THE
ESSEX INSTITUTE
HISTORICAL COLLECTIONS

VOL. XLVI—1910



108809
28 | 3 | 11

SALEM, MASS.

PRINTED FOR THE ESSEX INSTITUTE

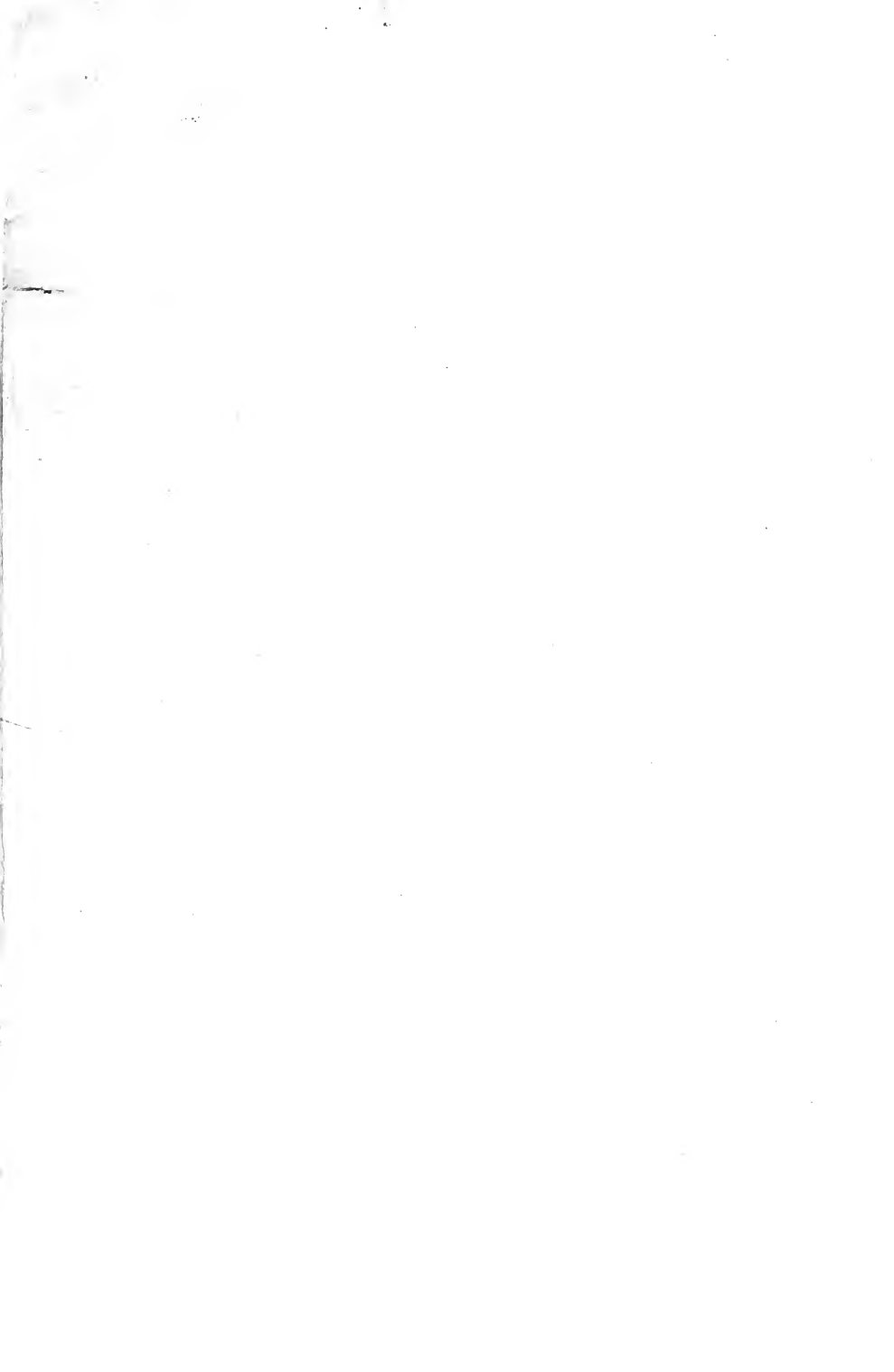
1910

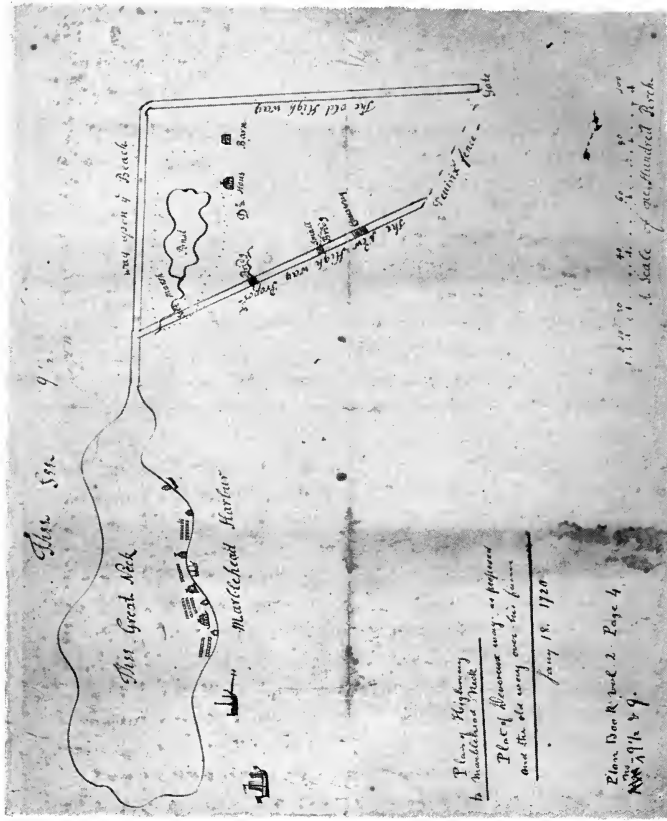
F
72
E7E8
v.46

CONTENTS.

Button family of Haverhill, Mass. By D. W. Hoyt,	348
Dodge, Francis Safford, Brigadier General in the United States Army. By Mrs. Mary Hunt (Weston) Dodge (<i>Illustrated</i>),	97
Dodge, Mrs. Mary Hunt (Weston), Francis Safford Dodge, Brigadier General in the United States Army (<i>Illustrated</i>),	97
Duston family of Haverhill, Mass. By D. W. Hoyt,	350
East Anglia, Familiar ways of. By Pauline Willis,	247
Essex County, Newspaper Items Relating to (<i>Continued</i>),	185, 253
Essex County Notarial Records (<i>Continued</i>),	81, 114, 273, 325
Fuller, Col. Archelaus, of Middleton, Mass., Journal in the Expedition against Ticonderoga in 1758,	209
Groveland, Mass., The Houses and Buildings of. By Alfred Poore, M. D. (<i>Illustrated</i>),	193, 289
Groveland Localities and Place-names. By Alfred Poore, M. D.,	161
Halifax, Nova Scotia, Records of the Vice-Admiralty Court, (<i>Continued</i>),	69, 150, 257, 317
Hoyt, D. W. The Button family of Haverhill, Mass.,	348
Hoyt, D. W. The Duston Family of Haverhill, Mass.,	350
Lewis, George Harlan, Captain Edmund Lewis of Marblehead, Mass. and some of his Descendants,	62
Lewis, George Harlan. John Lewis of Lynn, Mass., Tory in the Revolution, and some of his Descendants,	65
Lewis, George Harlan. John Lewis of Marblehead, Mass., and some of his Descendants,	56
Lewis, Captain Edmund, of Marblehead, Mass. and some of his Descendants. By George Harlan Lewis,	62
Lewis, John, of Lynn, Mass., Tory in the Revolution, and some of his Descendants. By George Harlan Lewis,	62
Lewis, John, of Marblehead and some of his Descendants. By George Harlan Lewis,	56
Long, Henry Follansbee. The Newburyport and Danvers Railroads, (<i>Illustrated</i>),	17
Marblehead in the year 1700. By Sidney Perley (<i>Illustrated</i>),	1, 178, 221, 305
Newburyport and Danvers Railroads, The. By Henry Follansbee Long (<i>Illustrated</i>)	17

Newburyport in the Revolution. Historical Notes,	184
Newspaper Items relating to Essex County (<i>Continued</i>),	185, 253
Perley, Sidney. Marblehead in the year 1700 (<i>Illustrated</i>), 1, 178, 221, 305	
Poore, Alfred, M. D. Groveland Localities and Place-names,	161
Poore, Alfred, M. D. The Houses and Buildings of Groveland, Mass. (<i>Illustrated</i>),	193, 289
Putnam, Capt. Jeremiah, of Danvers, Mass. Revolutionary Orderly Book in the Rhode Island campaign,	333
Revolution, Newburyport in the Historical Notes,	184
Revolution, Records of the Vice-Admiralty Court at Halifax, Nova Scotia, during the (<i>Continued</i>),	69, 150, 257, 317
Revolutionary Orderly Book of Capt. Jeremiah Putnam of Danvers, Mass. in the Rhode Island Campaign,	333
Ticonderoga, Journal of Col. Archelaus Fuller, of Middleton, Mass., in the Expedition against, in 1758,	209
Willis, Pauline. Familiar Ways of East Anglia,	247
Woodwell, Matthew, of Salem, Mass. and his Descendants. By W. H. Woodwell,	129
Woodwell, W. H. Matthew Woodwell of Salem, Mass. and his Descendants,	129





PLAN OF THE HIGHWAY TO MARBLEHEAD NECK IN 1720.

From the original on file with the County Commissioners

HISTORICAL COLLECTIONS
OF THE
ESSEX INSTITUTE

VOL. XLVI.

JANUARY, 1910

No. 1

MARBLEHEAD IN THE YEAR 1700. NO. I.

BY SIDNEY PERLEY.

THE following account of land titles and houses in Marblehead as they existed in the year 1700, is the first of a series of articles based upon actual surveys and title deeds. Opposite page three is a map of the western end of the town, including an area of about one thousand acres, and on it are shown all the houses standing within this territory at that time.

All that part of the territory westerly of the line running from Forest river to the sea, on which is "Ruck's tree," was Mr. John Humphreys' farm of five hundred acres. Three hundred acres of this tract had been granted to Thomas Scruggs in the year 1635, in the following words :—

This is void by the grant of another farme in Leuwe of this to m^r. Scrugs ii of the 11th moneth 1635. Granted by the freemen of Salem the day and yeare above written vnto m^r Thomas Scrugs of the fame his heires and assignes for ever a farme conteyning three hundreth acres of land whereof thirty acres are fitt to be mowed fcituate lying and being in the outmost bounds of Salem towarde m^r Humphries* and is from the Sea where the frefhe

*The eastern part of Swampscott, as it was before 1867, belonged to John Humphreys.

water runs out, west and by North is the fearme next to m^r Humphryes bounded by the Comon by the North west end & East End Pvided alwayes & in Cafe of Sale, the towne of Salem haue the firft pfer before any other

John Endecott
 Roger Connught
 John Holgrave
 Thomas Gardner
 Edm. Batter.*

This lot of Mr. Scruggs was regarded as an excellent site for the college which was about to be established in New England and it was offered for that purpose. The offer was not accepted, however, as Newtown, now Cambridge, was nearer the seat of government and deemed more fitting, and Mr. Scruggs relinquished his right to the land of the town. John Humphreys desired a grant of the same land and two hundred acres additional, and it was granted to him in the following words:—

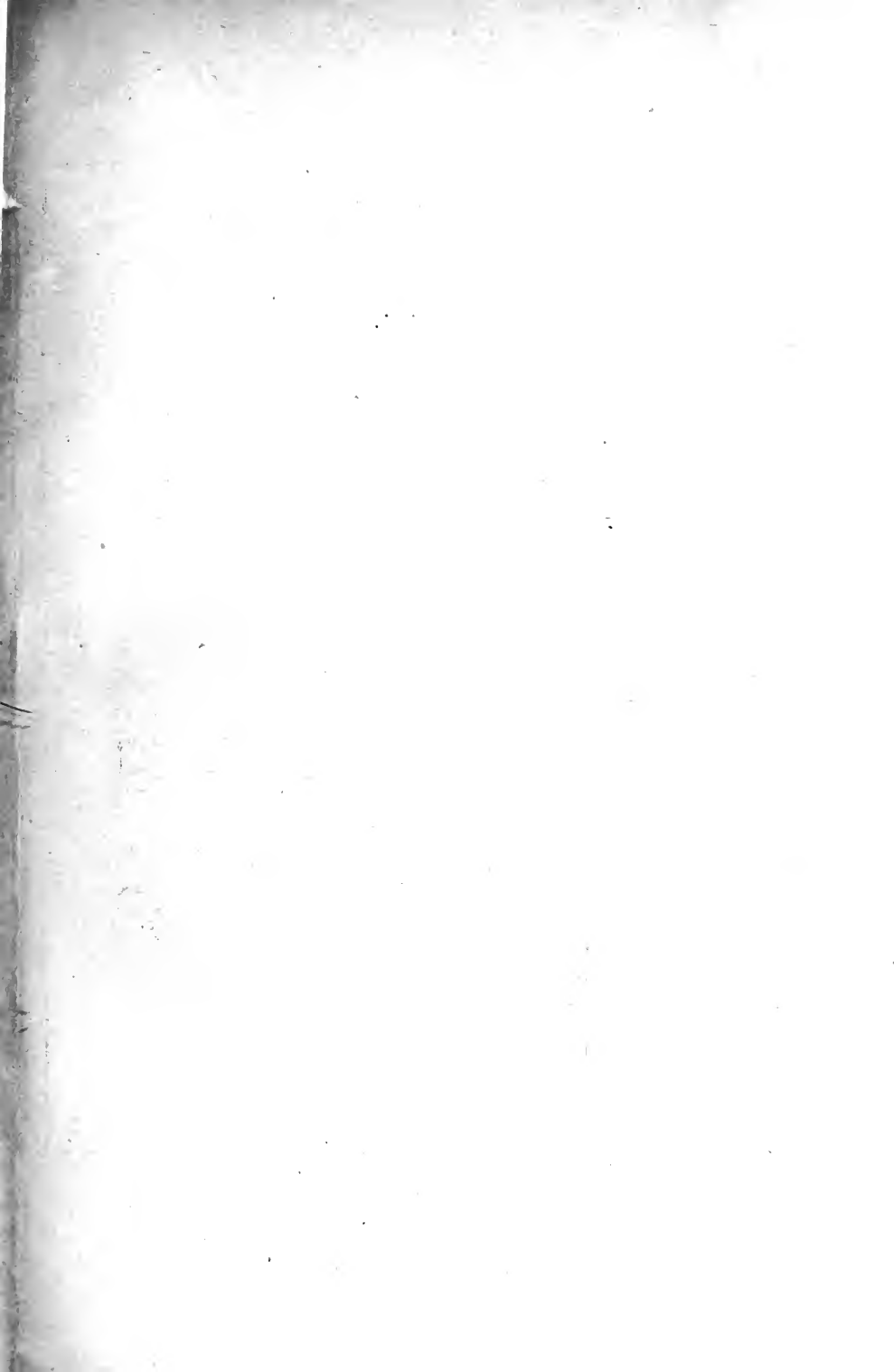
At a genall Court or towne meeting of Salem held the second of the third moneth caled May A^o 1636.

Imp^{rs} after the reading of former orders; In the reading of an order for the division of Marble Head neck; A motion was brought in by C^p Endicott in behalfe of m^r John Humphries for some land beyond fforest River, moved by spetiall arguments one whereof was, Least yt should hinder the building of a colledge, w^{ch} would be manie m loffe It was agreed vpon this motion that fix men should be nominated by the towne to view these lands and to Consider of the pmises, and for that end was named

m ^r Thomas Scrugs,	C ^p Trafke
m ^r Roger Conant	m ^r Townsen Bishop
John woodbery	Peter Palfrey

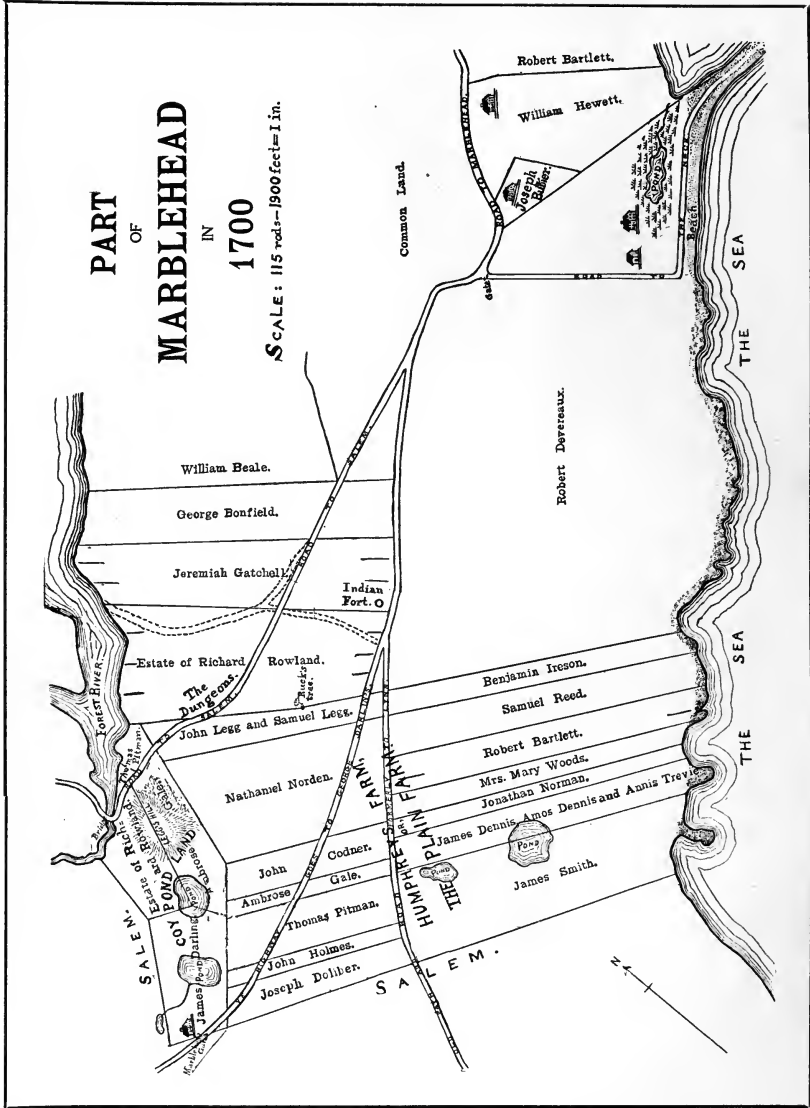
Itm yt was ordered that whereas m^r Scrugs had a farme, of three hundred acres beyond forest River, And that C^p Trafke had one of tooe hundred acres beyond Baffe River, The C^p Trafke frely relinquishing his farme of tooe hundred acres, It was granted vnto m^r Thomas Scrugs and he there vpon frely relinquished his farme of three hundred

*Salem town records (Grants), page 6.



PART OF MARBLEHEAD IN 1700

SCALE: 115 yards = 1900 feet = 1 in.



acres that foe m^r Humphryes might the better be accommodated.*

Mr. Humphreys lived in Salem and was called "esquire." Sept. 6, 1638, he conveyed to Emanuel Downing of Salem, esquire, "the two ponds and so much high ground about the ponds as is needful to keepe the duck coye private from the disturbance of plowmen heardsmen or others passing by that way w^{ch} he may enclose so as he take in above fifty acres of the upland round aboute the same."† Mr. Downing was a brother-in-law of Governor Winthrop and had brought over from England "at great charges, all things fitting for taking wild fowl by way of Duck Coy." He obtained leave of the General Court to set his decoys in these ponds. It was ordered that no man "should shoote in any gunn within a half mile of the ponds, nor use any other means for the disturbance of the fowle there." Mr. Downing returned to England and probably died about 1657, having granted this fifty acres of land to his grandson Solomon Stoddard of Boston, gentleman, "fellow of ye College of Cambridge." For fifty pounds, Mr. Stoddard conveyed the land to Moses Maverick and Richard Rowland, both of Marblehead, May 1, 1667.‡ This tract of land comprised the lots on the map marked James Darling, Estate of Richard Rowland, and Ambrose Gale.

Messrs. Maverick and Rowland conveyed to John Peach, sr., one-fourth, to John Peach, jr., one-eighth and to Samuel Ward one-eighth of this fifty acres Jan. 20, 1667.§ Some division of the land was made apparently and Mr. Maverick and "one of the Peaches" conveyed the lot marked James Darling to George Darling, sr., of Salem, yeoman, in the seventies.|| The lot marked Estate of Richard Rowland was Richard Rowland's portion of the Coy pond lands as probably divided. The lot marked Ambrose Gale was the one-eighth of these lands conveyed by Messrs. Maverick and Richard Rowland to Capt.

*Salem town records (Grants), page 9.

†Essex Registry of Deeds, book 1, leaf 1.

‡Essex Registry of Deeds, book 3, leaf 26.

§Essex Registry of Deeds, book 3, leaf 27.

||Essex Registry of Deeds, book 14, leaf 303.

Samuel Ward of Marblehead, vintner, Jan. 20, 1667.*

The remainder of Mr. Humphreys' farm, about four hundred and fifty acres, was owned by him at the time of his decease. By her attorney, William Hathorne of Salem, Mrs. Lydia Bankes, late of Salem, for one hundred and thirty-three pounds, conveyed to Moses Maverick, David Corwithen, Arthur Sandin, William Charles, John Peach the elder, and "others the inhabitants of Marblehead, all that farm called y^e Playnes farme ling in Salem, being 400 acres, with all y^e housing, &c., excepting 50 acres & 2 ponds formerly granted to Mr. Downing," 24: 7: 1645.† The list of grantees and the amount each one paid toward the purchase is only partially known. The tract of land was subsequently divided among the purchasers in proportion to the amount each one paid.

The road running near the Coy ponds, as shown on the map, was the ancient road leading from Salem to Marblehead. Its course in Salem was through the great pastures to the head of Broad street. Upon the laying out of the road through the South Fields of Salem in 1666, this fell into disuse and was used principally to go to the Darling farm. It was called, in 1677, "ye highway y^t goes to George Darlin's"; in 1728, "Boston road"; and, in 1731, "ye country road."

Where this road left the town was the "Marblehead gate," which was there as late as 1703. In the early settlement, each town was fenced, and at the highways gates in the fence were maintained.

The southern highway shown on the map is that over which electric cars now run between Marblehead and Lynn and was called "ye old waye yt went to Mr. King's" in 1677; "ye old highway," 1682; "the old country road," 1687; "the old path and road which was to Lynn," 1691; "ye old path and road which was formerly to Lynn," 1701; "the old path," 1710; "ye old highway y^t formerly led from Marblehead to Lynn," 1715; "highway that leads to Lynn," 1719; "the old path and road which was sometimes to Lynn," 1724; "ye road leading to King's

*Essex Registry of Deeds, book 3, leaf 27.

†Essex Registry of Deeds, book 1, leaf 29.

farm," 1728; ye way yt leads to Reddans," 1734; "and ye country road," 1739.

The road leading to Salem over Forest River was laid out by committees chosen for that purpose by the towns of Salem and Marblehead in the spring of 1666. The following is a copy of the record of their return:—

The Returne: of those that weare Apoynted to laye owt the Common hie waye: betwixt salem towne and marblhed: is vydz: that the waye: shall: lye: out of the townes of marblhed: as: the Common Cart waye now lyeth: fower Rodds wyde and soe to Runn: fower Rodds broade: as wee haue m'ked trees: neere the way as It is Commonly vfed: only vppon the midle of the playne wee Leauē the common waye: andgoe: somwhat onthe Left hand of the ould waye according as thee trees are marked and soe to Runn: fower Rodd wyde: vntill wee com to: the bridg: and then to goe fower Rodd wyde:vntil wee Com to the litle gate: that standeth In the south feeld ffence: and then wee haue determined that the waye shall Runn: throgh at that gate vppon a strayght lyne vnto an ould tree that lyeth neere that common hie waye: in the south feeld and soe to goe along the waye: as it is now vfed: through the the south feeld vnto the mill dam: and the breath of the whole waye through the south feeld to be one Rodd wyde And that this is owre Joynt agreement: wee haue heare vnto sett oure hands this 24 of Aprill: 1666

William Hawthorne
Henry Bartholomew
Richard T his
Rowland T mark:
Samuell Ward:*

The bridge had already been built by William Flint and John Neale for the town of Salem at an expense of five pounds.

After the new road, leading by the present lead mills, was laid out in 1737, this was called the old road to Forest river. Years later the road running around Legg's hill to the Lynn road was laid out and that part of the old road leading easterly of Legg's hill, through "the dungeons," went out of use.

The ancient highway to the Neck through the Devereaux farm was laid out in 1670. Its beginning on the main highway through the town is now Smith street. This old way continued to be used as the only way to the great neck until 1721. This was probably the nearest way over high land, the pond and marsh east of the Dev-

*Salem town records, volume 2, page 81.

ereaux house rendering it inexpedient to construct a road there in the primitive days. In the autumn of 1720, a new way to the Neck was agitated, and a petition signed by "a considerable number" of the inhabitants of Marblehead, was presented to the court of general sessions. It stated that the "ancient" way was encumbered and stopped up, and the prayer requested that the encumbrances be removed or a change made in the location of the way. Dec. 27, 1720, the court ordered that Capt. William Bowditch, Capt. John Gardner and Capt. Theophilus Burrill be a committee to lay out a way of two rods in width in the old way or in a new location.* At the same court, the committee reported, Jan. 18, 1720-1, that they had laid out said way two rods wide and provided that the town or proprietors of common lands in Marblehead should hang a gate at each end of the new road. This report was confirmed by the court on the last-named date.† Accompanying the petition was a plan, now on file in the office of the county commissioners,‡ which is reproduced as the frontispiece of this number of the Historical Collections. Besides the ways, it shows the location of the Devereaux house and barn, and upon the Neck (which is not drawn to scale and is lacking in shape) are shown the dwelling houses, fish houses and fish flakes, and along the shore are four boats and fishing vessels.

Forest river was so called from the earliest settlement. Above the little bridge at Legg's hill the stream was called Frost-fish brook in 1681 and 1711.

The ocean off this territory was called ye sea, from 1674 onward.

In the sketches that follow, after 1700, titles and deeds referred to pertain to the houses and land adjoining and not always to the whole lot, the design being, after that date, to give the history of the houses then standing.

James Darling House. George Darling, sr., of Salem, yeoman, who was one of the Scots brought to New England in 1651, bought this lot of about twenty acres of

*Court of General Sessions records, volume 1719-1727, page 40.

†Court of General Sessions records, volume 1719-1727, page 45.

‡County Commissioners Plans, book 2, plan 4. The original plan measures $14\frac{1}{2}$ x $11\frac{3}{4}$ inches.

"Moses Maverick and one of the Peaches" before June 14, 1677, when he was living in this house which he had erected thereon.* He died in the summer of 1693, having in his will, given his estate to his wife Katherine for her widowhood, and the house and this lot of land to his son James Darling. The house, garden, orchard and remainder of the lot were appraised at ninety-five pounds. James Darling was a shoreman and lived here. He owned the lot in 1716, the house having probably been gone fifteen years.

Estate of Richard Rowland Lot. Richard Rowland died possessed of this lot in the summer of 1685, his will dated April 24, 1685, being proved June 30, 1685. He devised this land to his son John Rowland and his children. It was then appraised at thirty pounds. John Rowland died, leaving no issue, before Dec. 4, 1693, when administration was granted upon his estate to his widow, Abigail Rowland. The land was then appraised at twenty-four pounds. It remained a portion of the estate of his father, Richard Rowland, until 1716.

Ambrose Gale Lot. This lot comprised one-eighth of the Coy pond lands which were conveyed by John Humphreys to Emanuel Downing in 1638, this one-eighth part having been conveyed by Moses Maverick and Richard Rowland to Capt. Samuel Ward of Marblehead, vintner, Jan. 20, 1667.† For twelve pounds, Captain Ward conveyed it to Ambrose Gale of Marblehead, merchant, Jan. 10, 1685.‡ and Mr. Gale owned it until his death which occurred in the summer of 1708.

Thomas Pitman Lot. That part of this lot lying easterly of the dashes belonged to Samuel Archard of Salem, carpenter, June 8, 1661, when, for four pounds, he conveyed it to Thomas Pitman.§ That part of the lot lying westerly of the dashes belonged to Henry Harwood as early as 1661, and soon after to Thomas Moore who sold it to Mr. Stileman, sr. It belonged to Capt. James Smith

*Essex Registry of Deeds, book 14, leaf 303; Marblehead town records.

†Essex Registry of Deeds, book 3, leaf 27.

‡Essex Registry of Deeds, book 7, leaf 114.

§Essex Registry of Deeds, book 2, leaf 30.

of Marblehead, mariner, Aug. 26, 1668, when he sold it to William Flint of Salem, husbandman.* Mr. Flint conveyed it to Thomas Pitman March 16, 1669.† Thus Mr. Pitman became the owner of the whole lot of which he died possessed in the summer of 1694. It belonged to his heirs in 1700. Mr. Pitman's children, Joseph Pitman, Sarah Dod and Mary Fortune, survived him, and his daughter Elizabeth Knight and son John Pitman died before himself. Mrs. Knight's son, Thomas Russell of Marblehead, mariner, as trustee for his mother's children, conveyed one-fifth of this part of the lot to his uncle Thomas Pitman, jr., executor of the will of the father of the latter, Oct. 22, 1696.‡ John Pitman, the son, left widow Charity and children, Joseph, John, Abiel, and Mary Pitman. As trustee for her children, Mrs. Charity Pitman conveyed one-fifth of this part of the lot to said Thomas Pitman, Dec. 26, 1696.§

Joseph Doliber Lot. Joseph Doliber owned this lot in 1677, and died possessed of it in 1688. His estate owned it in 1700.

John Holmes Lot. This lot was part of the plain farm, being all that Henry Stacy, sr., of Salem, husbandman, bought in said farm. For fifteen pounds, he conveyed it to John Holmes June 9, 1677,|| and Mr. Holmes died possessed of it in 1718.

Thomas Pitman Lot. This lot is supposed to include on its western side, the lot conveyed by Francis Johnson of Boston, merchant, to Edward Hoeman of Marblehead before May 12, 1677. The remainder of the lot belonged to Nathaniel Walton in 1677. Francis Johnson of Boston, merchant, and wife Hannah, conveyed it to Thomas Pitman, sr., of Marblehead May 12, 1677.¶ Mr. Pitman died possessed of the whole lot in the summer of 1694. It was then appraised at thirty pounds. Under the will of Mr. Pitman, his grandson, Thomas Russell, was

*Essex Registry of Deeds, book 3, leaf 43.

†Essex Registry of Deeds, book 4, leaf 4.

‡Essex Registry of Deeds, book 12, leaf 18.

§Essex Registry of Deeds, book 12, leaf 129.

||Essex Registry of Deeds, book 4, leaf 176.

¶Essex Registry of Deeds, book 5, leaf 5.

trustee for his brothers and sisters. Mr. Russell died and his brother-in-law, Amos Dennis (husband of Elizabeth Russell), was executor of his will. For six pounds, Mr. Dennis, in his capacity of said executor, conveyed one-fifth of the lot to his wife's uncle, Thomas Pitman, jr., July 19, 1697.* The remainder of the heirs continued to own their interests in 1700.

Ambrose Gale Lot. This was one-eighth of the land laid out to Nicholas Merritt in the plain farm which descended to his son John Merritt of Marblehead, mariner, who sold it to Ambrose Gale of Marblehead, merchant, some years before 1701. Mr. Gale, for six pounds, conveyed it to John Palmer of Marblehead, fisherman, August 5, 1701.† John Merritt conveyed another eighth part of this lot to John Legg of Marblehead, merchant, Jan. 22, 1691.‡

John Codner Lot. John Codner of Marblehead, fisherman, owned this lot in 1699, and died possessed of it in the early spring of 1710.

Nathaniel Norden Lot. This part of the plain farm, containing thirty-nine acres and one hundred and thirty-five rods, belonged to Moses Maverick of Marblehead, having been assigned to him, in the division, for fifteen pounds. He died Jan. 28, 1685-6, and, by agreement of the heirs, Archibald Ferguson of Marblehead, mariner, and Moses Hawke of Lynn, planter, as their attorneys, for sixty-five pounds, conveyed this lot to Nathaniel Norden, Esq., of Marblehead Sept. 4, 1699.§ Mr. Norden died, possessed of it, March 1, 1727-8.

John Legg and Samuel Legg Lot. John Legg of Marblehead owned this lot very early and died, possessed of it, in the early part of 1674. This eight acres of the plain farm was devised to his three sons, Samuel, John and youngest son Daniel. It was then valued at seventeen pounds. Daniel died, unmarried, before March 16, 1690, when his brothers, Capt. Samuel Legg of Boston, mariner, the eldest son, and John Legg of Marblehead, merchant,

*Essex Registry of Deeds, book 14, leaf 172.

†Essex Registry of Deeds, book 9, leaf 44.

‡Essex Registry of Deeds, book 14, leaf 86.

§Essex Registry of Deeds, book 9, leaf 1.

made a division of it, Samuel taking the northeastern part, and John the southwestern part,* and they owned their respective portions in 1700.

Estate of Richard Rowland Lot. That part of this lot lying westerly of the westerly dashes was the ten-acre lot owned by Mr. Ruck who sold it to Richard Rowland of Marblehead before 1672.

The remainder of this lot was made up of three ten-acre lots which were owned at an early date by Moses Maverick of Marblehead, merchant, who, for fifty pounds, conveyed them to Mr. Rowland Aug. 25, 1672.† Mr. Rowland died, possessed of the entire lot of forty acres, in the summer of 1685, having devised it to his son John Rowland and the latter's children. John Rowland died, leaving no issue, before Dec. 4, 1693, when administration was granted to his widow, Abigail Rowland, who subsequently married———Caine. The land remained a part of the estate of Richard Rowland in 1700.

In this lot are the famous "dungeons" or kettle holes made by the glaciers.

Jeremiah Gatchell Lot. That part of this lot lying westerly of the western dashes was a ten-acre lot that belonged to Thomas Oliver of Salem, callender, before July 5, 1658, when he conveyed it to John Bradstreet of Salem.‡ This deed mentions the "old Indian fort" in the south end of the lot. John Gatchell of Marblehead, planter, conveyed this lot to his son Jeremiah Gatchell of Marblehead, wheelwright, and his children April 17, 1680.§

The remainder of this lot originally consisted of two ten-acre lots, which belonged to James Underwood, baker, and Abraham Williams before 18: 7: 1651, when they conveyed them to John Gatchell of Marblehead, planter.||

That part of the lot lying between the dashes was conveyed by Mr. Gatchell to his son Jeremiah Gatchell May 1, 1682.¶

*Essex Registry of Deeds, book 4, leaf 109.

†Essex Registry of Deeds, book 3, leaf 168. The easterly ten-acre lot is mentioned as being owned by Robert Bartlett in 1680.

‡Essex Registry of Deeds, book 2, leaf 82.

§Essex Registry of Deeds, book 6, leaf 126.

||Essex Registry of Deeds, book 1, leaf 10.

¶Essex Registry of Deeds, book 6, leaf 126.

That part of the lot lying easterly of the easterly dashes was conveyed by John Gatchell to his son Jeremiah Gatchell, for twenty-five pounds, Feb. 8, 1682-3.*

Jeremiah Gatchell owned the whole lot for many years after 1700.

George Bonfield Lot. Moses Maverick owned the eastern part of this lot early and conveyed it to William Beale, sr., of Marblehead before Dec. 8, 1674. The remainder of the lot belonged at an early date to John Bradstreet, who died possessed of it, about 1660. He was childless, and his brother Moses Bradstreet, and Nicholas Holt, sr., of Andover and John Kimball of Ipswich, husbands of John Bradstreet's sisters Hannah and Mary, released it to his sister Martha's husband, William Beale, sr., of Marblehead before Dec. 8, 1674, when Mr. Beale conveyed his then interest in the land to Mr. Bradstreet's sister Rebecca's husband, George Bonfield, sr., of Marblehead, fisherman.† Mr. Bonfield owned the land in 1700.

James Smith Lot. This was a lot from ninety to one hundred acres in extent and a part of Mr. Humphreys' farm. It belonged to Capt. James Smith of Marblehead, mariner, Feb. 4, 1674, when he conveyed it to Symond Lynde of Boston, merchant. At that time there was "housing" upon the lot and it was in the occupation of Micha Bowds, sometime of Salem, husbandman.‡ This was probably a mortgage, as Captain Smith owned the lot in 1700.

James Dennis, Amos Dennis and Annis Trevie Lot. This was the share of William Charles of Marblehead in the Humphreys farm, and he died, possessed of the lot in 1672 (?), having devised it in his will to James Dennis, blacksmith, Amos Dennis, fisherman, and Thomas Trefey (or Trevie), shoreman, in right of his wife Annis, all of Marblehead. The several parties owned it in 1700.

Jonathan Norman Lot. This lot belonged to Richard Norman in 1687 and to Jonathan Norman of Marblehead in 1700.

*Essex Registry of Deeds, book 6, leaf 126.

†Essex Registry of Deeds, book 12, leaf 123.

‡Essex Registry of Deeds, book 18, leaf 81.

Mrs. Mary Woods Lot. John Peach of Marblehead, planter, owned this part of the plain farm early, and, with his wife Alice, conveyed it to his natural daughter Mary, wife of William Woods of Marblehead, spinster, Dec. 30, 1687.* Her son, John Woods of Marblehead, owned it with her in 1710.

Robert Bartlett Lot. That part of the lot lying westerly of the dashes belonged to William Bartoll, jr., of Salem, mariner, Dec. 11, 1682, when he conveyed it to Capt. Robert Bartlett of Marblehead, yeoman.† That part lying easterly of the dashes also belonged in 1682, to Mr. Bartlett who was deceased in 1719.

Samuel Reed Lot. This lot belonged to Richard Rowland before 1680. He died in 1685, having devised this lot to his daughter Abigail Reed. The lot was then valued at seventy pounds. In 1689, it belonged to Samuel Reed, and in 1718 to Ester Reed of Marblehead, spinster.

Benjamin Ireson Lot. This lot belonged to John and Parnall Bartoll, who were both deceased Feb. 4, 1688-9, when their eldest son, heir-at-law and administrator, William Bartoll (wife Mary), for thirty-three pounds, conveyed it to Benjamin Ireson of Lynn, planter.‡ Mr. Ireson died possessed of it in 1705.

Robert Devereaux House. This tract of three hundred and fifty acres of land was granted to Rev. Hugh Peter by the town of Salem in 163-, and when he went to England he gave his property into the care of one of his deacons in Salem, Charles Gott. For one hundred pounds sterling, Mr. Gott, who had removed to Wenham, conveyed the land to John Devereaux of Marblehead, fisherman, July 1, 1659.§ In this deed, the lot is described as follows: "bounded westward towards the Forrest river, Tinkers Island lying on y^e east, being bounded southward toward y^e river head & Throgmorton's cove lying towards the norwest."

In 1660, Mr. Peter, as one of the regicides of Charles II, was executed at Charing Cross, London. Mr. Devereaux

*Essex Registry of Deeds, book 18, leaf 81.

†Essex Registry of Deeds, book 16, leaf 152.

‡Essex Registry of Deeds, book 14, leaf 309.

§Essex Registry of Deeds, book 1, leaf 63.

continued in possession of the property, having built a house upon the eastern part of the lot. He died in the spring of 1695 and his will dated Sept. 4, 1693, was proved May 20, 1695. He provided as follows: "I give and bequeath unto my son Robert Devereux two thirds of all my land within the Stonnwall now lying in marblehead being three hundred Acres more or less with my now dwelling house and Barne, only I give unto my son Roberts son Joseph twenty Acres of land within ye stonn wall which is out of the two thirds of my son Roberts land before mentioned which land lying next to Marblehead comon jnyng to my land without the stonn wall, when he shall be 21 years of age, . . . to remaine in the family and name of the Devereuxes from generation to generation in way of intale forever and ever." The other third was devised to the three sons of the testator's deceased son Humphrey Devereaux, — Joseph (one-half), Humphrey (one-quarter), and Ralph (one-quarter).

After the decease of Mr. Devereaux, the daughter and heir of Hugh Peter claimed title to the land, alleging that Deacon Gott had insufficient authority to execute the deed. The widow, Mrs. Ann Devereaux, one of the executors of the will of Mr. Devereaux, of whom the demand for possession was made, consulted her children and friends, who advised her not to contest her claim and she did not. The son, Robert Devereaux, to whom the two-thirds were given, obtained a deed from Elizabeth Barker of London, England, "only daughter and heiress of Hugh Peters sometime heretofore of Salem, clerk," deceased, June 29, 1704.*

Robert Devereaux lived here, being a tanner, and died many years afterward. How long the house stood after 1704 is uncertain, but it was probably soon taken down and a new one built in its place.

Joseph Bubier House. This lot of land was granted by the commoners of Marblehead to Richard Downing of Marblehead, fisherman, who had built a house upon it, Jan. 13, 1684,† and here he lived until April 5, 1686,

*Essex Registry of Deeds, book 18, leaves 81 and 82.

†Marblehead town records.

when, for twenty-one pounds, he conveyed it to Robert Bartlett of Marblehead, fisherman.* The commoners, not having received their pay from Mr. Downing,† subsequently conveyed the estate to Joseph Bubier of Marblehead, mariner, who owned it as late as 1737. The northern end of the lot was granted to Mr. Bubier by the commoners, Sept. 30, 1695.‡ His "old house" was then standing on the lot.

William Hewett House. This house and lot were owned by Moses Maverick of Marblehead, merchant, in 1677. Oct. 7, 1679, he and his wife Eunice conveyed it to William Hewett of Marblehead, fisherman.§ The estate had been lately in the possession of Philip Welch. Mr. Hewett, for love, conveyed to his friend Judah Nicholson of Marblehead, a widow, the new end of the house she now lives in and land and meadow next to Lt. Robert Bartlett's land, etc., on a brook and stone wall, Sept. 15, 1702.|| For love he also conveyed to his maid Mary Boober (youngest daughter of Joseph Boober of Marblehead), single woman, whom I brought up, my dwelling house in which I now live, barn and this farm and all my estate, Sept. 16, 1707.¶ She married Francis Bowdin in the same year. How long the house stood after that date is uncertain.

THE GREAT NECK.

On the opposite page is a map of the great neck belonging to Marblehead as it was in the year 1700. This map covers an area of about three hundred acres, and shows all the houses standing there in that year. The frontispiece also gives a view of these houses and the fish houses and flakes. Some leases of land for fishing were made at various times and the records speak of grants

*Essex Registry of Deeds, book 7, leaf 68.

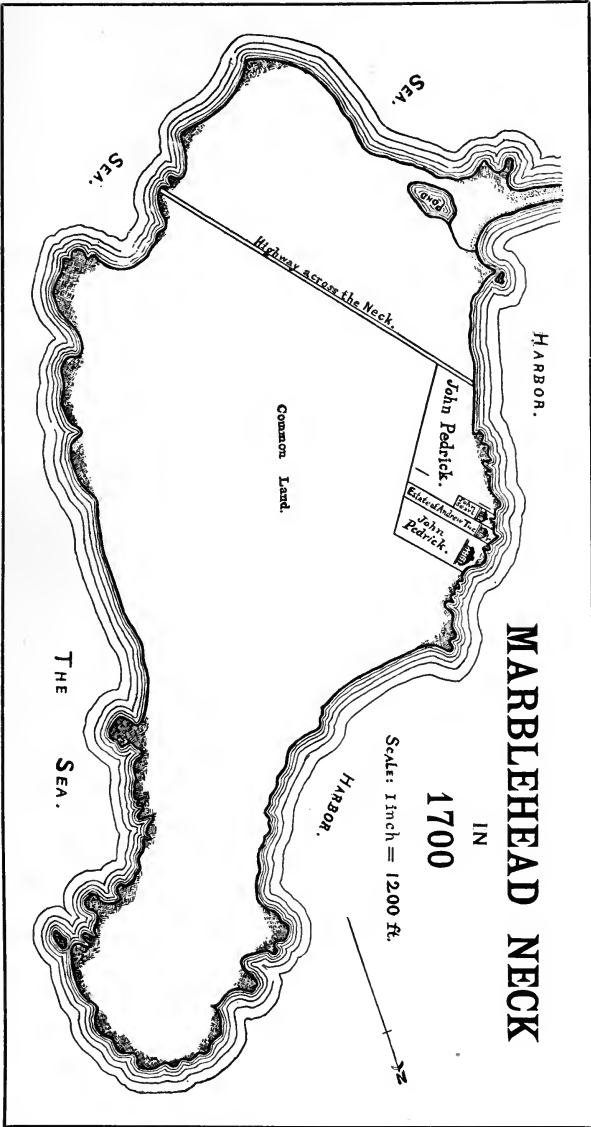
†See mortgage from Mr. Downing to the commoners, dated Aug. 10, 1685, and recorded in Essex Registry of Deeds, book 7, leaf 50.

‡Marblehead town records.

§Essex Registry of Deeds, book 5, leaf 99.

¶Essex Registry of Deeds, book 14, leaf 279.

¶Essex Registry of Deeds, book 19, leaf 185.



MARBLEHEAD NECK

1700
IN

Scale: 1 inch = 1200 ft.



Highway across the Neck.

John Pedrick.

Edgewater Tavern

Common Land

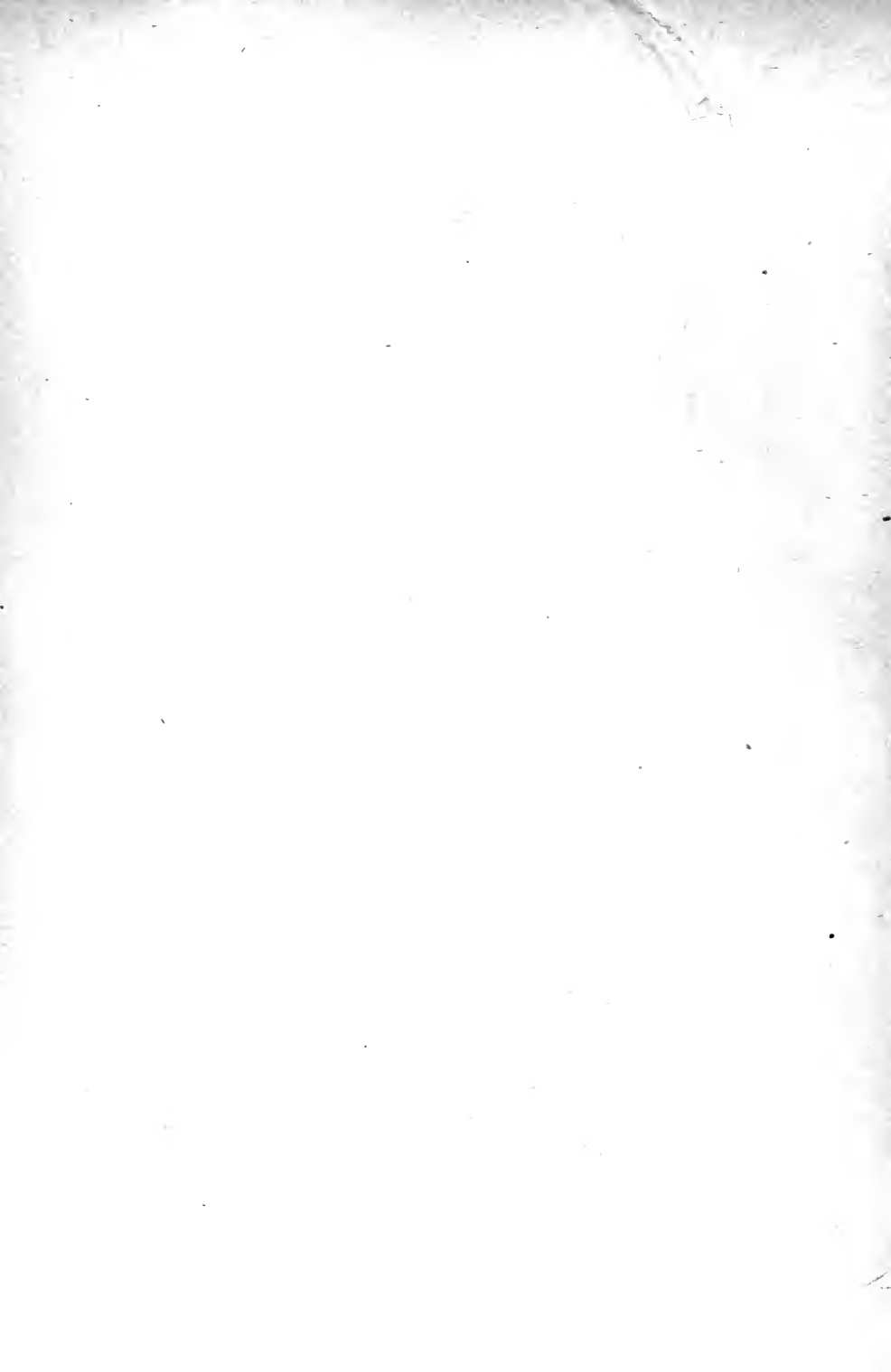
HARBOR.

HARBOR.

SEA.

THE SEA.

SEA.



having been made and other lots laid out there at several times before 1700, but the only lots known certainly to have been owned by private persons at that time were those that formed a part of the eight acres which were early owned by John Coyte. He sold the land to William Pitt of Boston, merchant, who conveyed it to his son-in-law Christopher Lattimer of Marblehead, mariner, Feb. 2, 1659.* who disposed of it as hereinafter stated. The way across the Neck is first mentioned in 1678.†

John Pedrick House. Mr. Lattimer conveyed this part of his lot to John Petherick of Marblehead, fisherman, Oct. 17, 1663.‡ Mr. Pedrick built a dwelling house and barn upon the lot and lived there. He died, possessed of the estate, in 1706. Upon division of the estate, Feb. 19, 1723-4, the buildings and land were assigned to his son John Pedrick. The house is then called "old," and probably stood only a few years longer.

Estate of Andrew Tucker House. Mr. Lattimer conveyed this part of his lot to Andrew Tucker of Marblehead, fisherman, March 28, 1672.§ He died, possessed of the house and lot, before Dec. 6, 1692, when administration was granted upon his estate. The house and land descended to his only surviving son Philip Tucker of Marblehead, fisherman, upon assignment in 1730. The lot "with an old house thereon," was then valued at twenty-five pounds. The house was probably gone before June 10, 1732, when he sold the land to Joshua Coombs of Marblehead, fisherman.||

John Searl House. This was a part of the lot of Christopher Lattimer, and was owned in 1672 by John Allen, who had probably purchased it of Mr. Lattimer. Mr. Allen sold it to Mr. William Browne, and Mr. Browne to John Pedrick in 1678. Someone built this house before Oct. 5, 1683, when Mr. Petherick, for fifty pounds, conveyed it with the lot to John Searl of Marblehead.¶ He

*Essex Registry of Deeds, book 4, leaf 4.

†Essex Registry of Deeds, book 5, leaf 38.

‡Essex Registry of Deeds, book 3, leaf 129.

§Essex Registry of Deeds, book 4, leaf 135.

||Essex Registry of Deeds, book 60, leaf 219.

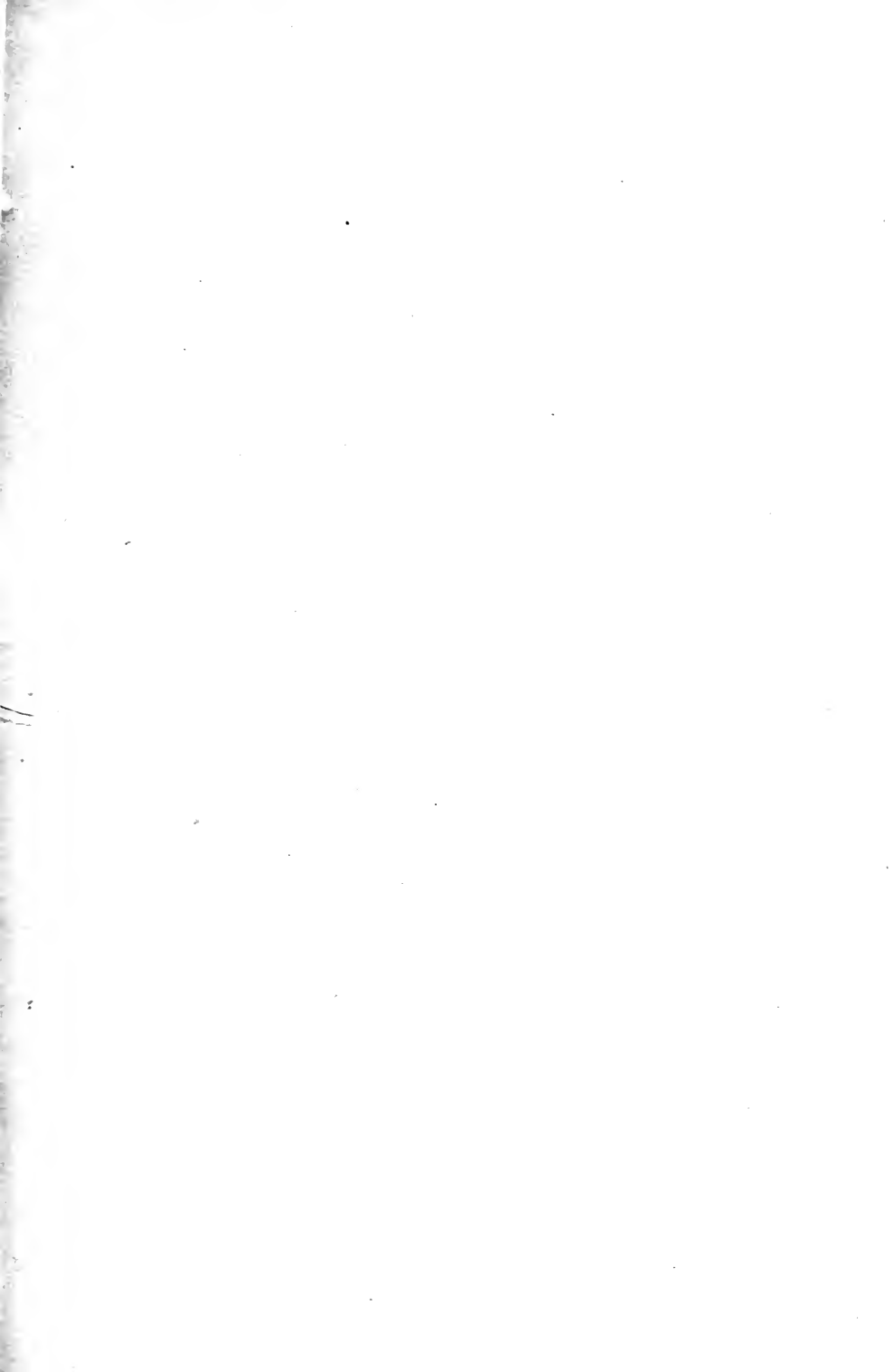
¶Essex Registry of Deeds, book 6, leaf 97.

died about 1700, and his heirs conveyed the house and land to Samuel Stacey of Marblehead, shoreman, May 4, 1719,* Mr. Stacey owned the estate in 1732.

John Pedrick Lot. That part of this lot which lies easterly of the dashes was owned in 1672 by John Allen, who had probably purchased it of Mr. Lattimer. Mr. Allen sold it to Mr. William Brown, and Mr. Brown to John Pedrick in 1678. The remainder of the lot was conveyed by Mr. Lattimer, who was then called a vintner, to Mr. Petherick Dec. 20, 1678.† Mr. Pedrick owned the entire lot in 1700.

*Essex Registry of Deeds, book 35, leaf 173.

†Essex Registry of Deeds, book 5, leaf 38.



NEWBURYPORT AND DANVERS & GEORGETOWN RAILROADS.

NEW & MIDDLE ROUTE BETWEEN BOSTON & NEWBURYPORT VIA.

GEORGETOWN, TOPSFIELD AND DANVERS,
Connecting at WEST DANVERS with Trains to and from SALEM.
Trains from BRADFORD and GROVELAND connect with this line
at GEORGETOWN for BOSTON.

Depot in Boston, - Boston and Maine Depot, Haymarket Square.
" Bradford, - - - - - At Haverhill Bridge.
" Newburyport, - - - - - West of the Tunnel.

FALL ARRANGEMENT.

ON AND AFTER MONDAY, OCTOBER 23, 1854. TRAINS LEAVE

FOR BOSTON.		FROM BOSTON.	
NEWBURYPORT, -	7.45, 11.00 A.M., 1.45, 5.00 P.M.	BOSTON, - -	8.05 A.M., 12.00 M., 3.00, 5.30 P.M.
BYFIELD - - -	7.57, 11.12	W. DANVERS, -	8.45 12.35 3.33, 6.08
HAVYR'L BRIDGE, -	7.45, 11.00	N. DANVERS, -	8.54 12.41 3.44, 6.18
GROVELAND, - -	7.50, 11.05	TOPSFIELD, -	9.08 12.58 3.58, 6.32
GEORGETOWN, -	8.03, 11.18	BOXFORD, - -	9.18 1.08 4.08, 6.39
BOXFORD, - - -	8.09, 11.25	GEORGETOWN, -	9.25 1.15 4.15, 6.46
TOPSFIELD, - -	8.18, 11.34	GROVELAND, -	9.31 1.21 4.21, 6.52
N. DANVERS, - -	8.33, 11.50	BYFIELD, - - -	9.32 1.21 4.21, 6.52
W. DANVERS, - -	8.42, 11.58	HAVYR' BRIDGE, -	9.36 1.26 4.26, 6.57
Arrive at BOSTON, -	9.19 12.40 3.23, 6.40	Ar. at NEWBPT, -	9.43 1.33 4.33, 7.04

NEWBURYPORT AND BRADFORD.

TRAINS LEAVE NEWBURYPORT FOR BRADFORD at 7.45 and 11.00 A.M., 1.45 and 5.00 P.M.
" BRADFORD FOR NEWBURYPORT at 8.40 A.M., and 1.45, 2.55 and 6.20 P.M.
" Leaving NEWBURYPORT at 7.45 and 11.00 A.M., and 5.00 P.M., and BRADFORD at 8.40 A.M., 3.45 and 6.20 P.M., connect with Trains on the Boston & Me. Railroad to and from LAWRENCE, and the West and North; also, with Trains going East.

GEORGETOWN AND HAVERHILL BRIDGE.

TRAINS leave GEORGETOWN for HAVERHILL BRIDGE at 8.05, 9.25, 11.18 A.M. and 1.15, 2.03, 4.15, 5.18 and 6.46 P.M.
Leave HAVERHILL BRIDGE for GEORGETOWN at 7.45, 8.25, 11.00 A.M., 12.55, 1.45, 3.50, 5.00, 6.20 P.M.

Passengers are not allowed Baggage above \$50 in value, or 80 lbs. in weight, without extra charge. For further particulars, see Railway Guide.

C. S. TENNEY, Sup't.

GEORGETOWN, OCTOBER 18, 1854.

WHEEL & CHERRY, PRINTERS, 71 WATER ST., BOSTON.

THE NEWBURYPORT AND DANVERS RAILROADS.

AN ACCOUNT OF THE CONSTRUCTION AND EARLY WORK-
ING OF RAILROADS IN CENTRAL ESSEX COUNTY.

BY HENRY FOLLANSBEE LONG.

From the first settlement of New England down to a comparatively recent period, the prosperity of its people was derived from agriculture and commerce. Later came industrial development in the manufacture of boots and shoes, and cotton and woolen goods, and with it the necessity for railroads. In the earlier years of the nineteenth century, Newburyport was one of the prosperous trading centers of Massachusetts, but its growth and prosperity did not increase, largely because of its failure to enter into the new manufacturing impulse. It is to this city, however, that railroad development in the central portion of Essex County must be credited. These railroads, as later described, were incorporated as the Newburyport Railroad, the Georgetown Railroad, the Danvers and Georgetown Railroad, and the Danvers Railroad.

For some time previous to the year 1846, the citizens of Newburyport had harbored a grievance against the Eastern Railroad and at last the plan was conceived of building a railroad that should connect the town with the Boston and Maine Railroad at Lawrence, and also open up transportation in the interior of the county through Georgetown, Groveland and Haverhill. The promoters of the new road aimed to control the traffic of the Merrimac Valley and it was claimed that Newburyport thereby would regain in part her earlier importance as a terminal point for trade. The operation of a steamboat on the Merrimac river, between Haverhill and Newburyport, had

proved a wise investment, and through the proposed railroad it was hoped to obtain this traffic, and at the same time replace the heavy teaming between Lawrence and Newburyport by the improved methods of railroad transportation.

The town of Georgetown, at this time, was heavily interested in the manufacture of boots and shoes, and as the railroad was to supply a means whereby the raw material and the finished product could be transported quickly, a large number of prominent citizens were interested in the enterprise, and it is largely due to subscribers in Georgetown, that the railroad was finally completed. Some of the early meetings, prior to the incorporation of the railroad company, were held at Georgetown, and one of the first meetings after the incorporation was also held there, on September 17, 1846. Many of the annual meetings of the railroad were also held in Tenney's Hall in that town.

On March 11, 1846, the Governor of Massachusetts approved an act establishing the Newburyport Railroad Company, as a corporation, the incorporators being Dennis Condry, John Huse, Enoch S. Williams, John Wood and Edward S. Moseley. They were given the right to construct a railroad "from Newburyport to or near Georgetown Corner, . . . beginning at some convenient point between the Newburyport turnpike and the present Eastern Railroad Depot . . . thence southeasterly over or near Common Pasture . . . to a point near the head of the Downfall Road . . . thence continuing southwesterly crossing Parker River near Pearson's Mills, in Byfield, thence north of the Georgetown road, and passing near Dole's Mills in Georgetown, at or near a point of land of Daniel Pusey, about one-fourth of a mile northeast of Savory's Hotel in said Georgetown." The capital stock was to be two thousand shares of one hundred dollars par value. At the same time they were given the right to unite the Georgetown Branch Railroad, which was to run from Bradford to Georgetown Corner, and which had been chartered March 11, 1844, but not constructed. The organization and location of the road was

to be effected before September 1, 1847, and the construction was to be completed before September 1, 1849.

Preparatory measures were taken for early constructive work when a strong effort was made by some individuals to carry the road along the banks of the river through West Newbury. On May 9, 1848, the Newburyport Railroad Company was given the right of choice to pass through either West Newbury or Georgetown, for they were "authorized and empowered to change the location of their railroad . . . beginning at some convenient point between the Newburyport Turnpike, so called, and the present Eastern Railroad Depot, in or near Newburyport; thence running westerly over or near Common Pasture, so called, and northerly of Turkey Hill, in the Town of Newbury, crossing Artichoke River and continuing onward between Archelaus and Pipe Stave Hills in West Newbury to some convenient place for crossing the main road leading from Newburyport to Bradford, thence crossing the same, and passing between said road and the Merrimack River . . . to Bradford." This caused delay and led to new investigations. In order to determine the route which would best accommodate the inhabitants of the several towns in the valley of the Merrimac, and at the same time make a convenient line to connect the Eastern Railroad and Boston and Maine Railroad, nearly two months were spent in a thorough and minute survey of the territory by Mess. Parker and Felton. This resulted in the adoption of a line nearly corresponding with the first preliminary survey made in 1846 by a Mr. Wildes. Still an earlier survey had been made upon which to obtain a charter at the session of 1845, "when Mr. Wiggin and his associates travelled knee deep in snow." The delay in construction was caused not only by a possible change of location, but also by the great scarcity of money that prevailed during that year.

In January, 1848, a mass meeting of the friends of the Newburyport, Georgetown, Lawrence and Lowell Railroad, to run in connection with the Stony Brook road west—an opposition road of the Newburyport Railroad—was held in the Essex House, Lawrence, but nothing came

of the agitation and the proposed road was never chartered.

At the close of the year 1848, the paid in capital stock in the Newburyport Railroad amounted to \$4,140, and the expenditures amounted to \$1,992.21, which was largely for engineering. The directors at this time were Charles J. Brockway, George J. Tenney, Charles S. Tenney, Joseph B. Morss, Richard Fowler, John Huse and Orin Weston. Only one of these had been an original petitioner for the founding of the corporation. Proposals for masonry and for grading the road to Georgetown, were received by George A. Parker, engineer, and held open till February 15, 1848, being finally awarded to Mess. Gilmore and Carpenter.

The Newburyport Herald states that on February 15, 1849, "ground was broken" on the Newburyport Railroad "about a mile and a half below Georgetown, near the house of Moses Thurlow. This is the deepest cut in the road, being through a gravel hill about 1000 feet, and in the deepest place 16 feet in depth."

On April 9, 1849, the time in which the road was to be finished was extended one year to September 1, 1850, by the legislature.

During the years 1848 and 1849, numerous editorials appeared in the Newburyport Herald describing in detail the advantages of the railroad and proving by figures that the road would pay good dividends, and at the same time the people of Newburyport were urged to subscribe liberally to the stock. Though many people in that city did subscribe money was not forthcoming in sufficient amount to meet the assessments, and the Herald in lauding the citizens of Georgetown for paying "for nearly one-half the road," did not hesitate to say that "Newburyporters" were "hard to collect from" and styled them "croakers." These editorials were largely of no avail. Though "connection with the interior" had been talked about since 1824, no money was in sight now that the road had actually been commenced.

The Herald, under date of May 11, 1849, says, "we passed over the road, on Saturday. Rather more than a

mile of it, and that the worst mile on the route, being the deepest and hardest excavation, about two miles below Georgetown, has been graded. The cost of grading and laying rails estimated at \$4,000 a mile. The cost of grading this the worst mile was \$2,700, of which the contractor has taken \$900 in stock. The iron for the road has been already purchased to be delivered on board in Wales, at \$23.70 per ton the lowest point at which railroad iron has ever been sold since its first manufacture. . . . Never we repeat, was such a chance offered a seaport town before, and if neglected now, never will it occur again. If through the indifference of some and the misguided enmity of others, this opportunity should be lost, it will be repented of bitterly when repentance will be too late to save them from condemnation and punishment." Such was the support given by the Herald, in its desire to obtain subscriptions toward the cost of the railroad.

In January, 1850 it was reported that the work on the railroad had been "prosecuted during the year as rapidly as the means of the company would permit, and at the present time, the whole section of eight miles and 179 rods from Newburyport to Georgetown is in such a state of forwardness that a few weeks of favorable weather will suffice to place it in running order. There has been expended for graduation and masonry thus far, \$29,794.39 and for superstructure including iron, \$27,716.25; for land, land damages and fencing, \$4,069.53; for engineering, \$3,102.21; and for all other expenses, \$1,822.28. Total expenditures, \$66,504.66. The rails are lain on about seven miles and a half of the road, and the gravel trains are employed in finishing work." These rails weighed 50 pounds to the yard, which was eight to ten pounds lighter, than rails ordinarily used on roads at that time. "On the remaining portion of the road, about one mile, the road bed is finished, ready for the rails, which will be put down as soon as the weather permits." The capital stock paid in at this time amounted to only \$47,987, so that a funded debt of \$19,100, with interest at 6 per cent., was established. The capital stock was collected by assessments of ten dollars a share, for each of the last ten months in

22 THE NEWBURYPORT AND DANVERS RAILROADS.

the year 1859, being payable to Thomas Davis, the first treasurer.

On May 23, 1850, an agreement was entered into with the Eastern Railroad Company, "and a purchase was made . . . of a part of their road bed and land on the westerly side of their track, from the junction of the two railroads to a point four hundred and forty feet southwest of the southerly end of the tunnel under High Street." The new railroad "also had the right to run its passenger trains into the depot of the Eastern Railroad." For this road bed and privilege of use of depot, the Newburyport company paid \$2350.

The Newburyport Herald, under date of May 23, 1850, says regarding the "opening of the railroad to Georgetown," that, "the first section of that improved communication with the interior, which the citizens of Newburyport to their injury, idly talked about and slumbered over, for thirty years, was opened yesterday, and we hope no long time will elapse before the comparatively small sum necessary for its extension to the upper lines will be raised. . . We were disappointed in our anticipations of making one of the company who passed over the road yesterday, but we learn that the reunion was a very pleasant affair, and that the citizens of Georgetown, with their accustomed public spirit, gave the visitors who went up a hearty greeting. Salutes were fired and a band of music was in attendance."

The first notice of the train service on the railroad, published in the Herald, states that, "on and after Thursday, May 23d, Passenger and Merchandise trains will run as follows—Leave Georgetown for Newburyport at 7 1-4 A. M., 10 1-2 A. M. and 4 1-2 P. M. Leave Newburyport for Georgetown 9 A. M., 2 1-4 P. M. 6 1-4 P. M. All the trains will stop at Pearsons' Mills Village. On Wednesday, May 22, the stockholders will pass over the road, and trains will run for their accommodation as follows: Leave Newburyport for Georgetown 10 A. M., 1 P. M., 3 P. M., and 5 P. M. Leave Georgetown for Newburyport 12 M., 2 P. M., and 4 P. M. Stockholders can receive tickets by calling on Thomas Davis, at the Railroad

office, corner Essex and State Streets." In another issue, the paper informs the public that, "stages will be immediately put on at Georgetown to run to Groveland, Bradford and Lawrence. The ride from Georgetown to Groveland will probably not require more than 20 minutes, to Bradford, 40 minutes, and to Lawrence perhaps one hour." The railroad schedules state that "stages from and for Haverhill and North Andover connect with the trains at Georgetown." The Newburyport Herald in an editorial at this time, states that, "Capt. Micajah Lunt, William B. Banister, C. J. Brockway, Capt. Joshua Hale, William Stone, John Wood, Robert Bayley and Richard Fowler," were the Newburyport citizens who were largely responsible for the completion of the road, and in applauding the citizens of Georgetown for their part in the enterprise, says that "George J. Tenney, of that town has been the Ajax of the concern, upon whose strong arm it has leaned in each moment of doubt and difficulty."

Though the road ran about six miles in Newburyport the land damages were very small, as the way, principally, was through rough back pastures. The rest of the road ran through better land, but the land damages were settled amicably.

The first accident on the road, occurred July 18, 1850, when a train was thrown from the track, by coming in contact with a cow, and Benjamin Hilliard, the first conductor, in jumping from the platform of the passenger car, was struck by the car and instantly killed. As fences along the way were not constructed in some cases, the cows in feeding wandered on to the tracks, and it was no uncommon thing to strike two or three cows while on the way to Newburyport from Georgetown. The brakes never worked well on the locomotives, and as a brakeman had to shut on the brakes for each car, the train collided with the cows, even though they were noticed on the track some yards ahead.

The early engines burned wood, mostly oak, sawed into two foot lengths. The town of Boxford, yearly supplied nearly 2000 cords of wood to the Newburyport and other railroads at this time. Though fairly good time was made,

when wood was burned, the slowness of the road was a standing joke. It is reported, that on one occasion the train was so late in arriving at Byfield, that many of the citizens gathered at the station to ascertain the cause of its tardiness. Much was their surprise, when at last, Nathan Carter, the second conductor on the road, was seen coming up the track with a halter thrown over the smoke stack of the engine, leading in the train. The brakes worked so badly, that the train ran into the Newburyport station at one time, and out through the back side of the building, before it was stopped. Another time the engine left the track at Georgetown and was buried in a gravel bank beside the track.

The early engines all had names, the name being painted under the window of the cab, where now are the words "Boston & Maine." The "Bunker Hill" was the first freight engine, and the "Camilla," the first passenger engine. Afterwards were added the "Medford," "Rockingham," and "Cochecho." The railroad was a constant source of jokes and was used to advantage by Stephen Osgood of Georgetown, who wrote the following song which was given at many concerts in the neighboring towns, by the "New England Vocalists," a quartette composed of Miss Abbie Marvel, alto, Stephen Osgood, 1st tenor, A. P. Holmes, 2d tenor, and D. B. Tenney, bass.

THE GEORGETOWN RAILROAD.

With the history of the Georgetown Road, you all may be acquainted,
From the time the ground was broke, until the depot here was painted,
Some people may be ignorant of this prodigious track,
But none will e'er forget it, who've been to Newburyport and back.

CHORUS.

O, the Georgetown Railroad is getting all the go,
The Maine and the Eastern they go so mighty slow,
They may puff and blow and whistle, but 'twill never do to talk,
They think it's against the law to run faster than a walk.

The wonderful "Camilla," with the power of a crow,
Can't run by "Bunker Hill," with the monument in tow.
The "Medford" and the "Rockingham" are sure to spring a leak, O
How I wish they'd get a cooking stove and throw away "Cochecho."

Chorus, —O! the Georgetown Railroad, etc.

Once on a time I took a ride, drawn by the "Bunker Hill,"
 And it took us almost twenty hours to get by Pearson's Mill.
 I thought 't myself as I gazed out, if the miller'd only bought her,
 The trains would soon run regular, for he'd have 'em go by water.

Chorus,—O! the Georgetown Railroad, etc.

They have a traveller now and then, who lives to get clear through
 But when he gets to t'other end he don't know what to do,
 The people look so different, and he's grown so old and gray,
 He's sorry he didn't go afoot, or hire a horse and shay.

Chorus,—O! the Georgetown Railroad, etc.

And when there comes a little snow, or chance, a heavy frost,
 Out turn a hundred shovellers, to find the train that's lost,
 A cure for this I could devise and help the cause of travel,
 'Twould be to have a shed built over, to keep out snow and gravel.

Chorus,—O! the Georgetown Railroad, etc.

And when the train comes creeping in, O! what a row and racket,
 The passengers are growling round, "We'd better come with
 Brackett."

And when to the little man in grey, you call on for a ticket,
 How he'll snap himself around to get it, for fear you'll go with
 Pickett.

Chorus,—O! the Georgetown Railroad, etc.

O! when will men get confidence, and quiet all their fears?
 Why, when they burst the engines up and run the trains with steers,
 The cars will never get smashed up, nor the oxen melt their flues,
 And the so called engineers can be at home a making shoes.

Chorus,— O! the Georgetown Railroad, etc.

The Georgetown Branch Railroad, chartered March 11, 1844, was definitely brought to the attention of the public, on January 2, 1844, when a meeting of the friends of the road was held in Haverhill, to appoint committees, to plan for a survey and location, to gather statistics, and to consult "the directors of the upper road. . . . There was some surprise at the meeting on learning that the directors of the lower road had already taken alarm and had written to the postmaster of Georgetown to have a committee appointed to meet them in making a survey

of a route for a branch to that road."* At a town meeting held in Haverhill, in 1848, Alfred Kittredge, J. H. Duncan, W. R. Whittier, Rufus Longley, and Caleb Hersey were chosen a committee "to appear before the General Court in aid of the petitioners for a railroad from Newburyport to Bradford." On May 22, 1850, a public meeting was held in Bradford "to take measures in aid of extending the Newburyport Railroad from Georgetown to Bradford."

The Haverhill Gazette, under date of January 18, 1851, "is happy to state that at a meeting of the Directors on Monday, the grading of the remaining section of six miles of the Newburyport Railroad from Georgetown through Groveland to the depot of the Boston and Maine in Bradford, was let to Messrs. Gilmore and Carpenter, the enterprising and efficient contractors of the other portion of the road, who are already among its largest proprietors. It is to be constructed with the greatest possible dispatch, consistent with due economy." In the same newspaper under date of January 25, 1851, it appears that "the work of extending the New Railroad to this town, and the Boston and Maine has commenced. Gravel was broken in Groveland last week, and nearly 100 persons have located along the lines. Two large shanties have been erected and several houses and barns have been rented for their accommodation. Ground has been or will be broken at another place in Groveland the present

*This railroad was chartered by "George J. Tenney, Samuel Little, Coleman Platt, Charles S. Tenney, and John B. Savory of Georgetown, George Savory and Jeremiah Spofford of Bradford, and Samuel E. Noyes of West Newbury." It was to run from the turnout track near the depot of the Boston and Maine Railroad in Bradford, easterly, passing near the store of Leonard Johnson; then on the line of most suitable elevation, till it comes near the bank of the Merrimack river, opposite to Silsby's Island, and so down said bank at such distance as may be found best, to Johnson's creek; thence northerly of the house of Stephen Parker, and up the valley of the most easterly branch of said creek, to the easterly side of the building of Benjamin Enoch Nelson, and on the best level to the line of Georgetown, near a stone bound on the road southerly of the house of Enoch Harriman, then northerly of the house of Orin Weston, to near the house of David Perkins; and then south-westerly on the most convenient ground to such place as shall be found most suitable for a depot at or near Georgetown corner." They were given the right to found a corporate union with the Boston and Maine Railroad.

week, and the work will be commenced at the principal cutting at the woods near Johnsons' Creek in Bradford in a few days. Such is the character of the soil that the work of grading has been contracted for at the very lowest rate, or about 15 1-2 cents per yard, taking all risk of rock and hard pan. It is intended to follow the river bank very closely through Bradford, passing under the travelled road, near Haverhill Bridge, and joining the Boston and Maine at the side track near the present depot."

The Haverhill Gazette, during the year 1851, printed many editorials of great length, going into details concerning this road and its prospects, and railroads in general, in the endeavor to arouse enthusiasm among the people of Haverhill and Bradford, who were as backward in subscribing to the railroad stock as has been the people of Newburyport. One of these editorials brings out the interesting fact, that fully 31,850 passengers, 106 a day, had been carried over the road from Newburyport to Georgetown to date, and also, that \$30,000 had been paid by the people of Georgetown to get the railroad. The activity of the editor was stimulated about this time by renewed efforts of the supporters of the Georgetown and Lawrence Railroad, which had been chartered May 2, 1849. This road was to run from, and in connection with, the Newburyport Railroad in Georgetown, through Boxford and North Andover, and connect with the Essex Railroad, "near the north parish in Andover." The Essex Railroad had been opened in the summer of 1848, from the "North River in Salem to Methuen," at a cost of \$500,000. The beginning of efforts in behalf of the Boxford route was at a meeting of the stockholders at the house of John Brown, in West Boxford, at 2 P. M. on August 27, 1850.

The Lawrence Courier immediately took up the fight for the "Boxford route," maintaining that Lawrence, and not Haverhill was the objective point in either case. The Courier argued, that, "by the Boxford route," the distance was only seventeen miles to Lawrence, and the road would tend to strengthen the "Essex Road," and at the same time receive from the "Essex Road essential aid

in return, which a stronger and more independent company might not be so ready to grant." The Haverhill Gazette had from the first favored the road through West Newbury, but it now fought bravely for the Groveland route.

By the last of August, 1850, the re-survey of the road, by J. N. Cunningham, engineer of the Newburyport Railroad, had been completed, "and the plan and profile," were "in preparation." "The route has been greatly improved in several places," says the Gazette, "more especially in following the river bank closely, by which much damage to land is avoided, an entire level obtained for 2 1-2 miles, below the Bradford depot, and a depot obtained at Haverhill Bridge. By this change a much better road bed is obtained, as the bank is generally of sandy alluvium deposited by the river, and like all levees along great rivers, is generally higher than the background of coarser materials, entirely dry, and is almost uniformly twenty feet above high tide, and very little of it has been covered by any freshet, but twice for a century. With very moderate expense compared with any other route the whole rise and fall of the road might be reduced to little more than the difference of elevation between the river bank and Georgetown depot—about 50 feet. A good view of any town or city, while passing along a railroad, is very seldom obtained. This road by this arrangement will be a most remarkable exception, as regards Haverhill, for almost every building in the town will be seen from the cars, as they run along the opposite bank, forming a most beautiful real panorama." So level was this route, that the road was almost ready for the rails without labor, nearly the distance of 5 1-2 miles to Georgetown. When completed, the grade from Georgetown to Haverhill was 26 feet to the mile. The route through Boxford to North Andover, was 6 1-2 miles and 50 feet in length; grade not exceeding 35 feet, and the estimated cost was \$92,000, ready for the cars.

In the Courier, under date of September 7, 1850, we have a fair sample of the sort of editorial written at that time. "The Haverhill Gazette continues its clatter about the *great business* which the town of Bradford would afford

to a railroad from Newburyport . . . it is all pure moonshine, but for today alone." The editorial goes on to say that Lawrence in "ten years will contain more people than Newburyport, Bradford, Georgetown, Groveland and Haverhill combined have now," and in conclusion remarks that the "Gazette harps on beautiful scenery," and wishes to be informed what that has "got to do with freight," and continuing states that if the Bradford road is adopted "the stock of the Newburyport Railroad and the Newburyport Turnpike Road will forever stand on a par, which being interpreted, means a right smart slice below zero. Give us no road at all rather than such a road." Some Newburyport Railroad shares were sold, at this time, for \$25 per share. On September 14, 1850, the Gazette returns the Courier's fire. "The editor of the Lawrence Courier has again mounted his high heeled shoes, and is dealing out his commands where *our* railroad shall go, as though he were the real "money king" of railroads . . . we have hitherto dealt with him in sober argument", and have "within a week or two published facts enough to blow all his flummery sky high." In conclusion the editor writes if Haverhill gets the road they "will double the amount of cash Lawrence gave the Boston and Maine," and compliments Mr. Cunningham "for his independence" in favoring the Bradford route.

At the annual meeting of the Newburyport Railroad Company, held at the depot in Newburyport on September 21, 1850, it was shown by the treasurer's report that, "of the capital stock about \$70,000 has been paid in, and that about \$120,000 has been expended, most of which excess has been raised on bonds and mortgage of the road." This meeting decided in favor of the route to Haverhill by the way of Groveland, after many "eloquent speeches," and the examination of detailed "statements." By the Haverhill Gazette of November 28, 1850, it appears that "a meeting of gentlemen interested in its extension to the Boston and Maine was held on Friday last in the depot in Georgetown which promises the most favorable result to the completion of the road, \$21,000 of new stock for this purpose has been taken in Newburyport and Newbury and

\$7000 in cash or land damage is secured in Groveland, which with a most noble and generous proposition has been acceded to by most of the land holders, of taking \$15,000 of new stock for the purpose of completing the road, and rendering both the stock and bonds available in the market, will if the proposition is accepted to, bring the means applicable to the completion of the road up to \$45,000, with what will be taken by contractors for grading and materials, is considered a good basis for putting the road under contract."

The assessments for the extension were at five different times, the first one of 10 per cent, being payable February 20, 1851, the second of 20 per cent, payable March 20, the third of 20 per cent, payable April 21, the fourth at 20 per cent on May 20, and the fifth of 30 per cent on June 20. To the very last the Gazette "strikes hard" for the road, and maintained that it would always pay good dividends, claiming that even before the extension the road paid running expenses, and with the Haverhill connection, dividends could be easily earned. By July 21, 1851, the extension to Bradford was well under way.

On September 1, 1851, the road bed "had been completed from Georgetown to Haverhill bridge," but was not in good running order the entire distance to Bradford. The fifteen miles from the Eastern Railroad station in Newburyport to the Boston and Maine station at Bradford, had cost about \$225,000, or "\$15,000 a mile with equipment complete." This was believed to have been "lower than the cost of any other road in New England." The money market had been tight, which forced the directors to sacrifice much on "the discount on the sale of the company's bonds," and the land damages had amounted to more than \$25,000, "being more than double the amount which men well acquainted with the value of the property along the line, estimated at the commencement of the work." The Gazette in a very strong editorial scores the awarder of damages, and among other instances, cites a decision whereby "two acres of rather thin, sandy land half a mile from any road," cost \$1165. In many cases, farmers, seeing a chance to recoup themselves for heavy taxes, carried

their cases before a jury and were awarded several times the value of their land. It was said that the two miles in Bradford caused more trouble than all the rest of the railroad.

September 15, 1851, a train was run "from the bridge to Georgetown," to accomodate the stockholders who attended the annual meeting, it being "the first time the passenger cars have run to Haverhill," according to the Gazette. While the road was opened to Bradford for public travel on September 22, 1851, the trains did not run regularly until the latter part of October, and for the first "five or six months after the opening, it was operated to much disadvantage. A portion of the road bed was at sub-grade; the depot buildings were not completed; and the arrangements which the directors had been able to effect with the long lines of road at the termini were unsatisfactory and unfavorable."

At this time the "running expenses of the road, including salaries of the superintendant and treasurer, fuel, oil, etc., engineer, fireman, conductor, brakeman, switch-men, ticket masters, road master and three men, two repair hands, sawing wood, etc., amounted to \$37.59 a day." The total income amounted to \$83.05 per day. The "furniture of the road" at this time consisted of "Three Locomotive Engines, Three Passenger Cars, One eight wheel Baggage Car, one four wheel Baggage Car, Four eight wheel House Freight Cars, Two four wheel House Freight Cars, Four eight wheel Platform Cars, Two four wheel Platform Cars, Nine Gravel Cars, Two Hand Cars, and One Iron Car." The capital stock of the Newburyport Company when united with the Georgetown Branch Railroad Company was \$300,000, and only \$131,000 was paid in, while the total cost of the 14 miles and 3073 feet from Newburyport to Bradford was \$255,613.88.

The road was hardly completed before Haverhill began to find fault because all the freight for that town had to be carted across the bridge, for the right to extend the road across the river into Haverhill was not granted till March 16, 1855. This resulted in a great loss of freight traffic for the railroad.

The arrangements that had been made in 1850 with the

Eastern Railroad, for the use of its road bed and station in Newburyport, were not satisfactory to the Eastern, and the Newburyport Railroad was notified that "on and after November 26, 1853" they would be obliged "to start all their trains from their own depot." At this time an effort was made to obtain permission from the legislature to extend the road to the Merrimac river at Newburyport, hoping to get all the river traffic, and at the same time obtain a very central location for a new station, but the bill was entered too late for legislative action that year, and in addition the Eastern Railroad refused to waive their rights, and in consequence the plan was abandoned for the time, but on March 28, 1854, this extension was granted.

The first station in Newburyport was a cheap structure, and was located outside the settled part of Newburyport, southwest from High street, in rear of the tunnel and was reached by running over the Eastern Railroad for about one mile. In March, 1854, authority was given to cross the Eastern Railroad tracks, and a station was then built near the mall on High street which is now used as the Boston and Maine freight depot. The only station between Newburyport and Georgetown was at "Pearsons' Mills," now known as Byfield. Benjamin S. Rogers was the station agent for many years. The Georgetown station was located nearly where the freight house now stands, and the track was covered the length of the station. After the Danvers and Georgetown Railroad was united with the Newburyport Railroad, the station was moved to the present location. The stations on the "extension to Bradford" have remained practically the same. George P. Carleton was the first agent at Groveland. The first station agent at Georgetown was George Spofford, known on account of his small stature as "Little George the Giant." He was the son of Dr. Amos and Irene Dole Spofford, and brother of Dr. Richard Spofford of Newburyport. The second agent was Albert Carleton, who served seven years, and the third, S. Page Lake of Topsfield.

With the mention of the great damage done by the heavy freshet the spring of 1852, the worst since 1785, the first agitation for a road to run from Groveland, "three





GEORGETOWN RAILROAD STATION
Erected in 1850. From photograph taken about 1865



GEORGETOWN RAILROAD STATION
Erected in 1850. From photograph taken about 1865

miles to West Newbury," was begun in the Haverhill Gazette, but this did not come to anything till June 12, 1869, when the West Amesbury Branch Railroad Company was given the power to construct such a road.

In the Haverhill Gazette of September 10, 1853, we have the following account of a serious accident. "On Wednesday afternoon, as a special train on the Newburyport and Georgetown, was making preparations to return from Groveland with a picnic party from Newburyport, the boiler of the engine burst, killing the fireman, Leander Spofford of Georgetown, formerly of the Merrimack House in this town. At the time of the explosion he was attending to his duties and was blown some 150 yards into an adjoining field, and breathed but a few minutes after assistance reached him." The engine that exploded was called the "Bunker Hill," and was a ten-ton engine, constructed in Philadelphia in 1841, that had been used on the Fitchburg Railroad.

It is told of one farmer in Groveland, who was very much frightened at the trains, that when he had occasion to cross the track on his way to market, he would stop his team some hundred yards from the crossing and go ahead, on foot, to see if all was clear. If he failed to discover a train approaching he would put his ear to the rails to ascertain if a train was in the distance, and failing to detect any sound by the rails, he then would run back to the team and race his horse across the track.

From the common expression that the Bradford Branch of the Newburyport Railroad was not worth "a peanut," the name "peanut train" has been handed down year after year, applying to that branch.

A Georgetown lady relates that from her father's investment of \$3800 in the stock of the railroad, he received her free passage to and from Newburyport, where she attended school, and as that answered for dividends, he was offered an old engine for his principal. Many of the investors did not even get a free ride on the railroad for their money. The same lady recalls on returning one night from Newburyport in a snow storm they were stalled all night in a snow drift, and enjoyed it greatly, for Ole Bull, the great

violinist, who was touring the country at this time, had taken the train for Boston to fill an engagement that evening, but instead he gave his concert on the train to the great enjoyment of the imprisoned passengers.

Charles S. Tenney, superintendent, under date of "Georgetown, Sept. 19, 1851," gives the following schedule of trains:—"On and after Monday, September 22, 1851, cars will leave Georgetown for Newburyport at 7 A. M. to connect with the 8 A. M. train to Boston. Leave Newburyport for Bradford at 7.35 a. m. to connect with the 8.30 for Lawrence and Lowell." The fare from Newburyport to Byfield was fifteen cents; to Georgetown, twenty-five cents; to Groveland thirty-three cents; and to Bradford, forty cents. This road, as completed, could pay 4 per cent. said the directors, if the Company had not been obliged to discount their bonds to finish the road. Of the \$40,000 issue of bonds, \$20,000 had been sold and the balance were placed as collateral.

The first activity for a railroad through Topsfield to Danvers was launched in earnest, on March 16, 1844, when the Georgetown and Danvers Railroad Company was chartered by thirteen Danvers and three Georgetown citizens, to run from "some convenient point in the central part of the village of Georgetown, thence southerly through the villages of Topsfield, Danvers Plains and South Danvers, and thence to Salem to unite with the Eastern Railroad." This enterprise apparently did not extend beyond the initial movement, for we hear no more of it though it was originally promoted to run in connection with the Georgetown Branch Railroad.

On May 7, 1851 the Danvers and Georgetown Railroad Company was chartered by John Wright and Asa Pingree of Topsfield, and Samuel Little and Henry Poor of Georgetown. Three men and "their associates" were given the power to "construct and maintain a railroad, commencing at some convenient point in Georgetown, thence running through Rowley, Ipswich, Boxford, Topsfield, Wenham, or any of said towns to the village of North Danvers, there to enter upon and unite with the Essex Railroad at some convenient point." The capital stock was to be \$130,000,

and the road must be completed by May 7, 1854. From the fact that the incorporaters were given the right to run through Rowley and Ipswich, we have reason to believe that, as is commonly understood, the first intention was to run the road across Hoods Pond in Topsfield. This plan was favored by those who felt sure that the harvesting of ice and its transportation by the cars would prove valuable. The road was to cross the pond from the Boxford and Ipswich side and strike Topsfield at what is now known as Kimball's Point, thence to Bixby's Corner, so called, across Gallop's brook and under Great hill, passing through the village back of the Academy hill, and so along to Danvers. When this route was abandoned, numerous Topsfield citizens who owned land over which the road was to pass, refused to pay for the stock to which they had subscribed. Considerable trouble was occasioned by their action and in order to discover its legality, those who refused to subscribe, paid twenty dollars each for a legal decision which was apparently favorable to them.

The next plan of location was through the village of East Boxford, but as the people here failed to subscribe as freely as those near where the road now passes, the route was changed. Singularly enough, the man who promised to purchase the largest number of shares, if the road went as he wished, failed in the end to purchase any and, adding insult to injury, received an enormous damage for his land. So much for promises. The total land damages of the Danvers and Georgetown Railroad amounted to \$15,473.42.

At the annual meeting of the Newburyport Railroad Company held in September, 1851, at the City Hall in Newburyport, the "Act passed by the last Legislature, entitled an Act concerning the Danvers and Georgetown Railroad," was accepted and the directors "were requested to make such arrangements with the Danvers and Georgetown Railroad . . . as they shall deem proper," and further they were "requested to petition the next Legislature for authority to unite the Newburyport Railroad Company with the Danvers and Georgetown, . . . "provided the Danvers and Georgetown join in such application."

During the month of September, 1851, "several capitalists of Salem and Danvers made advances to the Danvers and Georgetown to procure an alteration in their charter to build from Georgetown to South Reading," and this was favored as it would give Salem the "third line of railway from that city to Boston." This suggestion was not adopted by the directors of the Danvers and Georgetown, which had been organized in September with William D. Northend of Salem, as president, and William L. Weston of Danvers, as treasurer and clerk, but it was the beginning of the movement for the Danvers Railroad Company which was incorporated the next year.

Various citizens of Georgetown, not satisfied with their share, as individuals, in the construction of the Newburyport Railroad, in their zeal and anxiety for more railroad connections, called a special town meeting for August 4, 1851, "to see if the town will vote to authorize their treasurer to subscribe for fifteen shares in the Danvers and Georgetown Railroad and appropriate the stock now owned by them in the Manufacturer's Bank in payment, the dividends of railroad stock to be appropriated for the support of Schools." It proved to be a very lively meeting, but as the plan was favored by the more wealthy and influential citizens, the motion was carried and the subscription accomplished. This stock was carried as an asset of the town till 1862, when it disappears from the town accounts, without comment. It was not uncommon for towns to subscribe to stock, for it was argued that railroads were but modern highways, and that no one ever doubted the rights of towns to construct highways, and "that what is to be for the benefit of the whole community, should be paid for by the whole community." Encouraged by the action of the town, many private citizens subscribed to the stock, and in most cases lost their entire savings. Numbers of people in the towns along the line took one or two shares, many with the idea that they would lose their investment, but satisfied to spend that amount for the benefit to come from the railroad. Many farmers believed that the coming of the road would put an end to their market at Salem, believing that they would

sell nothing, and that in addition other towns would compete successfully for the home market. In a poem by Stephen Osgood of Georgetown, supposed to be the interpretation of a dream, wherein he saw many different individuals pass before him, occur the following lines :

“ Then came with slow and lingering walk
Signers for the Georgetown Railroad Stock.
With careworn looks and hair turned gray,
(They'd hoped in vain, the road would pay)
And sung as they passed,—with voices faint,
“ Bad is the Road ” and “ Old Complaint.”

On May 21, 1851 the West Newbury Railroad Company was chartered to run in connection with the Danvers and Georgetown “ from the passenger depot . . . in Georgetown, to Rocks Bridge, in West Newbury, a distance of 5 1-2 miles. The capital stock was to be \$50,000. The Haverhill Gazette describes this as a “ very bold project,” and continuing says that the “ ground is uneven and rocky, and would cost high to grade,” and that the elevation of West Newbury above the Merrimack, nearly forbids the approach of a railroad so as to cross the river from that quarter, with the object in “ view to accommodate West Amesbury.” On May 21, 1851, the West Newbury and the Danvers and Georgetown were given the right to unite. The West Newbury road was never financed, dying a natural death like many another enterprise founded on similar dreams.

Under date of August 4, 1852, the Danvers and Georgetown Railroad Company, informs the stockholders that “ 450 shares of the capital stock,” has been “ subscribed for.” In September, 1852, a meeting was held in Danvers, says the Haverhill Gazette, where \$15,000 was subscribed for the stock. It continues :—“ the ancient intercourse with Salem will again be placed on the most convenient footing. The writer well remembers when long processions of country sleighs, gave employment to half-a-dozen taverns between Haverhill and Salem, over roads now overgrown with grass. Four hours were then consumed in the journey at the old five mile jog of farm horses.”

The Danvers Railroad Company was chartered March 15, 1852 and was authorized to unite with the Danvers and Georgetown Railroad Company, under the name of the latter. In the following June the stockholders of the Danvers and Georgetown authorized their directors to "lease their railroad to the Boston and Maine or Eastern Railroads." All the stock required by the charter was subscribed for at this time, but evidently neither the Boston and Maine nor the Eastern cared to assume the rest of the stock, for neither would entertain the proposition to lease the road.

In the Salem Gazette, of April 7, 1853, under the heading Topsfield, April 6, we read that, "the ground is being broken today for the making of the Georgetown and Danvers railroad. There will be a new location of railroad from Danvers to South Reading, which makes a new route from Newburyport to Boston *through Topsfield*. Will not this be 'first rate' for Topsfield." At about the same date, "the contractors commenced work at North Danvers." The first work in Topsfield on the grading was begun in what is known as "Colrain," and Benjamin P. Adams, postmaster for many years, threw out the first gravel. The shovel he used is still in existence. He also filled the same role at North Danvers, so called, when the first work was done on the plains below the Putnamville station, the gravel for filling being taken from the pits on the neighboring hillside.

On May 27, 1853, an agreement was entered into by the Newburyport Railroad, the Danvers and Georgetown, and the Danvers Railroad, wherein it was agreed "to run their cars" over each others' tracks, and no others, except the tracks of the Boston and Maine, and it also was agreed to make the fare from Haverhill to Boston, not less than by the Boston and Maine. They were to divide all fares "pro rata," and pay extra for cars exceeding three passenger and one freight car per day. This agreement was to continue in force 100 years, and was to be void if an agreement between the Danvers and Boston and Maine Railroads was not executed in 60 days. This agreement was executed and signed by Charles J. Brockway, the first

president, and M. E. Hale, the second treasurer of the Newburyport Railroad; William D. Northend, the first president, and William N. Cleaveland, the second treasurer of the Danvers and Georgetown Railroad; and William D. Northend, the first resident, and George F. Choate, the first treasurer of the Danvers Railroad. In consequence of this agreement, the power given on May 2, 1853, was lost whereby the three roads might unite under the name of the Newburyport Railroad Company and receive subscriptions to their capital stock from the Boston and Maine, the Eastern, and the Essex Railroads to "an amount not exceeding \$40,000."

On January 28, 1854, the time "for construction" of the Danvers and Georgetown was extended to September 1, 1854. By May 27, 1854, eight hundred tons of rails had arrived and the "process of putting them down" was "about to commence." Andrew Gould of Topsfield obtained the contract to supply the sleepers and to construct the fences for the railroad. The sleepers were of chestnut and cost 25 cents each. They came from a grove which he purchased in Derry, N. H.; some of the other material came from his land in Boxford. He received his pay in bonds. The Irishmen employed in the making of the roadbed were brought into Topsfield in 50 tipcarts, just at the edge of evening, and in the middle of the long line, perched high above the others on a great pile of bedding, rode one lone Irish woman. They used the southerly store, in what is now Bailey's Block, for mess room, and occupied the present Grange banquet hall, on the floor above, for their sleeping quarters. Later they occupied shanties located above the railroad bridge which crosses West street. It was reported that one of their number was murdered here, but no proof remains. The superintendent of the gang, one Mead, encountered an obstacle when he proceeded to break ground through the land of a Topsfield man who had objected very strenuously to the advent of the railroad. This man, who tipped the scales at over two hundred pounds, as a last resort, had calmly seated himself directly on the centre line of the proposed road, immediately in front of the approaching

builders, apparently for the purpose of making Mead and his gang cease work. But Mead was equal to the occasion and though the task appeared difficult, he succeeded without much apparent effort in picking up the obstruction as he would a baby and placing it gently down on the other side of the fence. The work was then resumed.

The Salem Gazette informs us that on August 12, 1854, "the cars ran for the first time into the village of Topsfield from Georgetown." In the Gazette of August 19, 1854, under the 'Topsfield items, we learn that "our Georgetown, Topsfield and Danvers Railroad is just drawing to a completion. The whistle of the engine has for the first time within a week disturbed the quiet slumbers of our village. The rails are now laid as far as the Ipswich River, south of the village one mile. In one week more the rails will be laid as far as North Danvers, and by the first day of September the cars will commence running over the road, which will be a day of much interest to the towns through which it passes. This road is said to be one of the best graded roads in the country, and from present appearance, promises all that its friends ever claimed for it." On August 31, 1854, says the Gazette, "the passenger cars on the Danvers and Georgetown Railroad ran for the first time between Topsfield and Georgetown, to carry a party of one hundred and fifty to a picnic in Little's Grove."

On September 1st the railroad was opened, in connection with the Danvers Railroad, through to South Reading, and the Topsfield correspondent of the Salem Gazette gives us a lengthy account of the opening. He writes: "I took the cars at Topsfield early in the afternoon . . . large numbers had assembled to witness our departure and to congratulate us on the prospect of the pleasure of the excursion. We glided finely along and the first place of particular note that we came to was what was formerly called Blind Hole, but latterly named Putnamville. There we passed through a formidable ledge, of the hardest granite . . . after a little delay at Porter's plain, we passed on to North Danvers, where several hundred had assembled to witness our arrival, which was greeted with

cheers. From North Danvers we started for Tapleville, and on our arrival at the depot we were hailed with much joy. One demonstration was by a noble fire company, out on duty, waiting our arrival. From hence we passed on to that famous place, which has been visited by thousands the past summer, called "Needham's Hill." Here we had an opportunity to witness what skill, perseverance and industry had accomplished to divide this monster of a hill and let the *iron horse* pass on without molestation.* The next place of note that we arrived at was that famous place known to the ancients as the Devil's Dishful, but to modern travellers as Brookdale.† A few puffs of the iron horse brought us to Lynnfield depot. At this place we found flags flying, and numbers had assembled to greet us onward. From this place we moved smoothly on and shortly arrived at South Reading, where we stopped for the space of an hour to *wood up* . . . We then started homeward bound, and arrived safely at our place of destination."

The Directors, with a few friends, after returning to Georgetown, made the opening an "occasion of a very pleasant dinner party." The road was not opened for public travel, however, until October 23, 1854.

On March 3, 1854, the Chebacco Branch Railroad Company, Number Two, was chartered, to run "from Essex to the Danvers and Georgetown Railroad, in Wenham, or Danvers, with authority to cross the Eastern Railroad, and enter on said Eastern Railroad and said Danvers and Georgetown Railroad." This road was never constructed, dying without a struggle.

The Salem Gazette, under date of October 31, 1854, describes the route "over the new railroads" from Salem to Boston. The Salem and Lowell, which was opened Aug. 1, 1850, was used to West Danvers, "then the Salem train is attached to another from Newburyport, and in this conveyed to South Reading, then to Boston." The station mentioned by the correspondent from Topsfield as

*From another source we learn that on this excursion the travellers were obliged to get out and push the train over the grade.

†Now known as West Peabody.

“Brookdale,” is described as “the settlement about the woolen factory, and part of West Danvers commonly called the ‘Dishful’ we believe.”

Warren Nichols, for many years employed on the railroad, ran the first train out of Topsfield that went to Little’s Grove in Georgetown. The freight engine which was employed in the construction of the road was called “Baldpate,” and was run by Ellis Dorman. It was said that this engine could go regardless of the rails, making as good time in a rocky pasture as along the laid rails. And it was well that it was so, for the first line of track was “fearfully and wonderfully put together.”

In February, 1855, the business of the Danvers and Georgetown “was suspended for a large portion of the month . . . on account of the destruction of the river bridge at Topsfield by a freshet.” Benjamin Poole of that town, and shortly afterwards to be the second president of the railroad, was moving into town during that month and was obliged to cart his furniture from Putnamville over the road to Topsfield. On February 9, 1855, this road was given the power to form a corporate union with the Newburyport Railroad Company, under that name which was done, and thereafter the entire road to Danvers was known as the Newburyport Railroad.

It is to the Boston and Maine Railroad that credit must be given for the completion of the Danvers and Georgetown Railroad, as is shown in a report of an investigating committee of the Boston and Maine, presented to the stockholders on September 29, 1855. “In 1854 no road in the country was in better condition than the Boston and Maine . . . The condition of the money market had become very unfavorable for unfinished railroads, and a disposition of distrust towards them daily increasing, the directors of this road conceived it to be their policy to sustain and push through to completion the Danvers and the Danvers and Georgetown which was to connect it with the Newburyport Railroad. The Danvers and Georgetown had imported their iron, but were unable to pay for it, and authority was given the president to advance the money to pay the cost and duties. In pursuance of this, he paid for

the iron as it arrived, a sum of \$70,000, retaining the iron as security for the advance. This loan was intended to be temporary but as the Danvers and Georgetown could not proceed without the iron to lay down, after some intermediate negotiations and action not necessary to be recited, this \$70,000 finally (August, 1854) was converted into a note of that corporation with indorsers, due twelve months from date. The Danvers road by this time was experiencing the difficulties of the money market and called on this road to make an advance. On November 21 and 23, and December 15, this road advanced \$45,060 to the Danvers as prepayment of rent until 1862. These extraordinary advances exhausted the immediately available funds, and for the purposes of a dividend, five days after this last payment, the Treasurer borrowed money on the notes of the corporation as well as discounting some of the Notes Receivable. Thus was inaugurated the policy of borrowing to pay dividends, when earnings were greatly in excess of the legitimate expenditures of the road." The Newburyport Railroad also was loaned \$26,400 on notes at this time. The report goes on to tell why the Boston and Maine helped the Danvers and Georgetown, saying that "the committee express their regret that a rivalry in business between the Eastern Railroad and the Boston and Maine should ever have led these corporations into the policy of building or sustaining roads from one line to the other whose legitimate business was inadequate to their support, and which could only become profitable or valuable by diverting traffic from the other great road leading to Boston." It it said that the Boston and Maine and Eastern railroads spent \$2,500,000 in fighting each other.

In 1858, there was considerable talk about turning the Danvers and Georgetown over to the bondholders, and they in turn, not seeing any chance to get any money for paying the interest on the bonds, conceived the plan of tearing up the iron and selling it with the other property of the road. Several editorials appeared in the newspapers concerning this proposition. It was finally decided that as the Boston and Maine had breathed life into the road, and as it could pay running expenses, they would keep it

going. An effort also was made at this time to unite the Danvers and Georgetown, which was made a part of the system of the Newburyport Railroad, with the Boston and Maine, but it was not successful. Some of the bonds were taken at this time for seventy-five cents on the dollar, but the Boston and Maine gave only sixty cents on the dollar, in 1860, when it took the lease of the road.

Stephen Osgood, of Georgetown, tells us in one of his poems, supposed to have been the interpretation of a dream, just how the public regarded the Boston and Maine, and we can see how unjust this sentiment was, and realize that today the sentiment against the road is prompted on just as unfair grounds. He relates:

“ I then discovered in my dream
 An unknown monster moved by steam,
 Spitting smoke and fiery streams
 And breaking forth in hellish screams.
 Cattle and men it inward hurled
 And threatened to engulf the world.
 My curiosity took wing
 On seeing this infernal thing,
 To learn its mission and its name,
 Where it was bound and whence it came.
 Nor did I long remain in doubt
 For a demon stuck his nozzle out
 And wrote in fiery letters plain,
 B. & M.—‘ Boston and Maine.’
 The people yelled with indignation,
 ‘ Tis the spirit of that corporation !
 ‘Twas born,’ cried out unearthly legions,
 ‘ Down deep in the infernal regions
 And if not saved by long probation
 That place will be its destination ! ’
 In front, and laughing at the sport,
 Was one marked Danvers and Newburyport.
 The B. & M. with swaggering gait
 Moved forward toward the tempting bait,
 Opened its jaws to swallow down
 The unlucky Danvers and Georgetown,

But found him, although young and slim,
 Quite too many guns for him.
 The monster tried, but all in vain,
 To swallow the little one again.
 Said Spool, with one derisive laugh,
 ' You don't catch this old bird with chaff,
 You will soon discover, with dismay
 That swallowing railroads will not pay.' "

A Topsfield man, although having received large damages for the land taken by the road, was much opposed to it, and attributed all calamities, even the weather, to the corporation. It is said that if he found any of his hens dead, either inside the coop or out, he would present the dead bird to the attorney with a claim for damages against the railroad. He termed the locomotives "smoke-carts," and as he reserved a right of way across the railroad from one of his pastures to the other, he made it a point to cross in front of the train so that it would be obliged to stop for him to pass.

In 1845, the first agitation for a road from Danvers to the line of the Boston and Maine at South Reading, now Wakefield, was started. On November 7th of that year, a large meeting was held in Lynnfield for the purpose of arousing enthusiasm, and at other dates meetings were held in the different towns along the proposed line. This early movement was not fruitful. On March 15, 1852, William D. Northend, George J. Tenney, Asa Pingree, Joseph S. Black and Gilbert Tapley, were incorporated as the "Danvers Railroad Company," with the power to construct a railroad from "some convenient point on the line of the Danvers and Georgetown Railroad in North Danvers, thence running through the towns of Reading, Lynnfield, and South Reading, or either of said towns, to unite with the Boston and Maine Railroad, or the South Reading Branch Railroad, at some convenient point in said South Reading," with a right to cross the Essex and Salem and Lowell Railroads. The capital stock was to be \$100,000. Under the section on the Danvers and Georgetown, the relation of the Boston and Maine toward

the Danvers Railroad is also treated. The ground was first broken on August 8, 1853 and in the Salem Gazette of the following day we read that, "a large number of persons assembled at Locust Dale, West Danvers, yesterday afternoon for the purpose of joining in the ceremony of 'breaking ground' for the commencement of the Danvers Railroad. A circle being formed, the President of the Company, W. D. Northend, Esq., invited Hon. C. W. Upham to open the services, by throwing the first shovel full. To this request, Mr. Upham acceded, with a brief and humorous remark or two. . . . Mr. Northend then took hold, and other gentlemen by his invitation, and the carts were soon filled with their first load, which was taken from land of Mr. Elijah Pope. Meanwhile the ladies of the neighborhood had accomplished the task which they had undertaken at a few hours' notice, of preparing a collation, which they had set out in a pleasant locust grove on the farm of Mr. Elias Needham, and which, from its abundance, excellent quality, and neat arrangement, did great credit to their hospitality, good housewifery, and good taste. The invitation being announced by the president, the company repaired to the tables, where they found a bountiful supply, and were waited upon by their fair and hospitable entertainers."

The contract for grading and masonry was let to Murphy and Quealy.

The Danvers and the Danvers and Georgetown railroads were given the power, on April 30, 1852, to form a corporate union under the name of the Danvers and Georgetown Railroad, and also were given power to enter on the Newburyport Railroad at Georgetown, and in addition could lease their roads to the Eastern or to the Boston and Maine. The charter of the Danvers Railroad was petitioned for by the directors of the Danvers and Georgetown for the purpose of extending their railroad to the line of the Boston and Maine at South Reading. On account of negotiations between the Danvers and Georgetown and the Eastern Railroad companies, the subscription books of the Danvers Railroad were not opened the first year. In 1852 so small a part of the stock re-

quired by the charter was subscribed for that the directors redoubled their already strenuous efforts to secure additional subscriptions, and after a time became satisfied that it would be impossible to obtain the required amount on the line of the railroad, and therefore, in January, 1853, they applied to the directors of the Boston and Maine for assistance, but without success. In February, following, a bill was put before the Legislature to allow a consolidation with the Danvers and Georgetown and the Newburyport Railroads, and requesting authority for the company to receive subscriptions to their capital stock from the Boston and Maine to an amount not exceeding \$40,000. The Eastern Railroad made a strong effort in both branches of the Legislature to prevent the passage of this bill, but finally offered to withdraw opposition on condition that the company should have the same authority to receive subscriptions from the Eastern and the Essex Railroad Companies as from the Boston and Maine. The bill, as amended, was passed to be enacted May 2, 1853. Application was then made to the Boston and Maine to avail itself of the authority conferred by the act. This it declined to do, but at last offered to take a lease of the Danvers Railroad, provided an agreement could be made with the Danvers and Georgetown and Newburyport for the joint operation of their respective railroads. This arrangement was made, and on May 30th a lease of the Danvers to the Boston and Maine was executed for one hundred years.

The Boston and Maine agreed to pay at the rate of 5 per cent per annum on the cost of the railroad, payable semi-annually, the cost of the road being limited to \$150,000, and also agreed to render to the Danvers Railroad Company a report of all the receipts and expenditures one month after the make up of their annual accounts, and if it appeared that they had received more than the cost of maintenance, they were to return the excess to the Danvers Railroad Company. The Danvers Railroad, on its part, was to execute \$125,000 of notes or obligations, with interest coupons; these and the coupons were to be endorsed by the Boston and Maine, and paid by them at

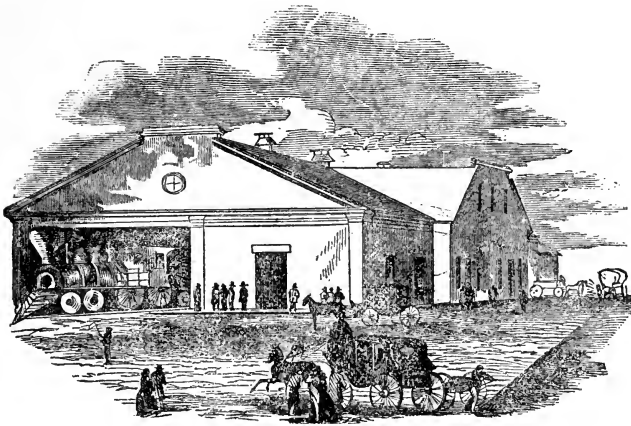
maturity. The cost of the Danvers was limited to \$150,000, although it was capitalized for only \$100,000, but with the ending of the year 1854, shortly after the cars had commenced running for public travel, the nine miles and 1048 feet had cost \$118,031.36, which did not include many damage suits against the road, nor were the stations completed. The next year the cost was brought up to \$195,414.17, and in 1860 it was \$236,277.36, and of the capital stock only \$65,580 had been paid in; the rest was charged to a funded and a floating debt. While the Danvers and the Danvers and Georgetown were opened for inspection on August 31st and September 2d, 1854, they were not opened for public travel till October 23d, 1854.

The Boston Transcript of October 24, 1854, says: "It was a great day for the hard working citizens of several towns of Essex County on Monday, October 23d, when a new route between Boston and Newburyport was opened to the public. This road connects with the Boston and Maine at South Reading [Wakefield], and passes through Lynnfield, Tapleyville, North Danvers, Topsfield, Boxford, Georgetown, Newbury and Newburyport. We understand that a large number of persons from Georgetown, Boxford and Topsfield, who had never travelled with a steam horse, ventured the experiment of jumping on and trying him. Several hardy, healthy looking strangers were seen gazing at the new goods in the shop windows in this city after the trains arrived. The 'old folks' and the young folks got home without any damage to 'life or limb,' and were highly delighted with the new conveyance."

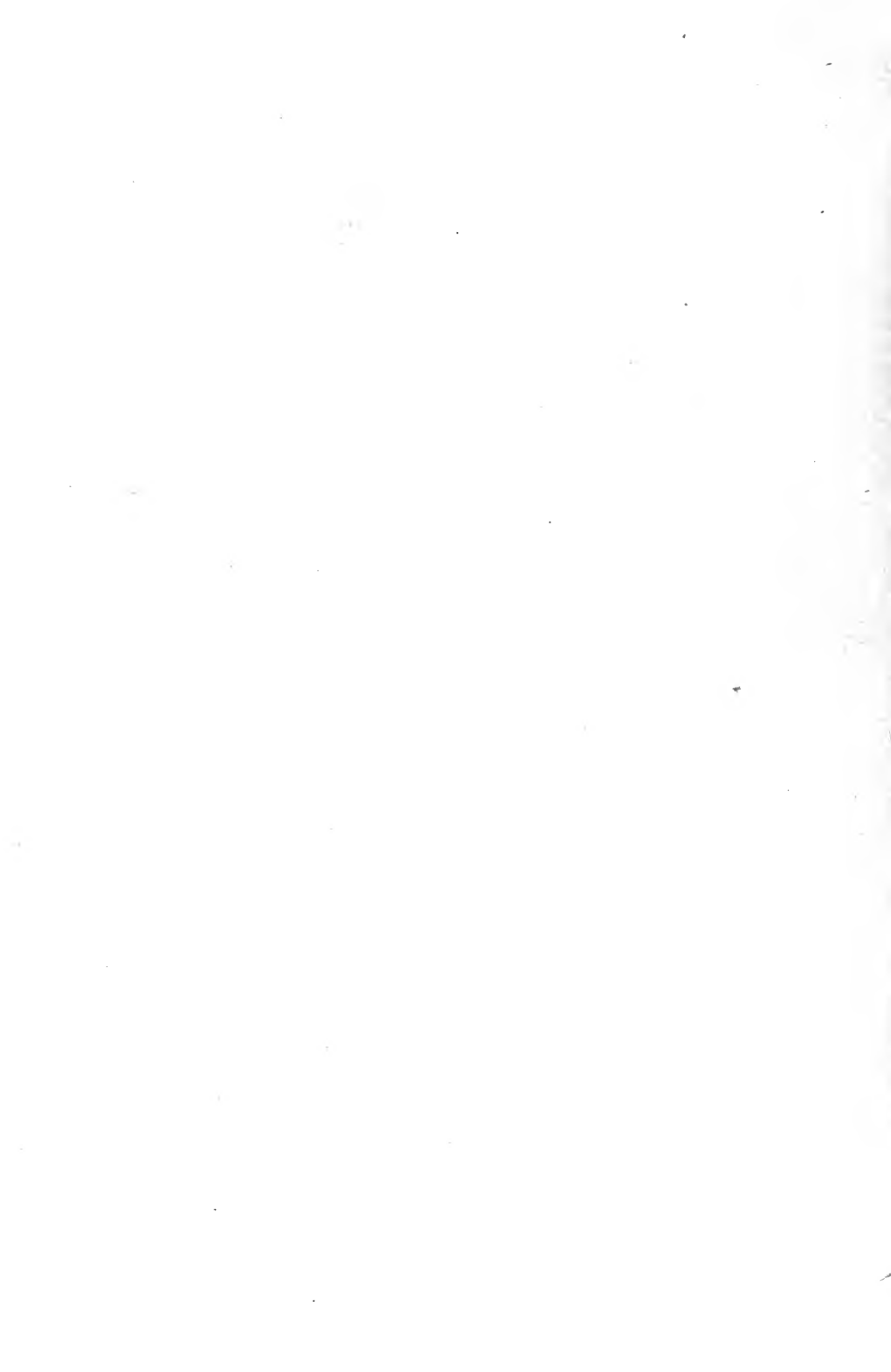
The schedule of trains on and after Oct. 23d was as follows: Trains leave Newburyport for Boston at 7.45 and 11 A. M., 1.45 and 5 P. M., arriving at Boston at 9.19 and 12.40 A. M. and 3.23 and 6.40 P. M. Trains leave Boston for Newburyport at 8.05 A. M. and 12 M.; 3 and 5.30 P. M., arriving at Newburyport at 9.43 A. M., 1.33, 4.33 and 7.04 P. M. This made the trip from Boston to Newburyport last about one hour and thirty-four minutes, and it was accomplished by wood-burning engines. In 1858 a saving of 36 per cent., or \$1500 a year, was accomplished by the substitution of coal for wood. The fare



TOPPSFIELD RAILROAD STATION
Erected in 1854. From photograph taken about 1872



EASTERN RAILROAD STATION AT NEWBURYPORT
From a wood engraving made in 1854



was nearly the same as it is to-day. Though many said the road could never pay, others were more hopeful, and said in its favor that the road passed through "the village of Byfield, that has much improved within the last half dozen years, and Georgetown, that is full of Yankee shoemakers, . . . and Boxford, where lots of ship lumber is shipped from, and Topsfield, that is now reached by the steam horse for the first time," and continuing, said that "the new road is in prime order, and is furnished with a lot of first-class cars and obliging conductors."

Engines were changed at North Danvers, but the cars ran through from Newburyport to Boston.

After the Danvers and Georgetown became a part of the Newburyport Railroad Company, that company's credit seems to have vanished, for the third President of the road, George Cogswell of Bradford, together with George J. Tenney and Samuel Little of the directors, were obliged to become personally responsible for all bills. Though the Newburyport Railroad Co. gave a note July 14, 1855, for 24 months, to the Boston Locomotive Works, the release from that company was to Cogswell, Tenney and Little for all "right and title in two locomotives called the Newburyport and the Yankee with their tenders." Those engines cost \$6000, and when it is understood that a good engine today costs from \$12,000 to \$15,000, the directors of the Newburyport Railroad cannot be considered extravagant. All the coal shipped to the railroad, was consigned to Tenney, Little and Cogswell, it costing all the way from \$3.00 to \$5.50 per ton. These three also owned the freight cars, for George Cogswell received from the railroad \$33.33, for the use of 1-3 of five freight cars from Nov. 15 to Dec. 15, 1856. The shippers along the line of the road were given annual passes in consideration of their freight business. One man, for a loan of \$400, received a pass for one year for himself and family.

The Newburyport Railroad, through its president, George Cogswell, under date of Dec. 17, 1855, reported as follows regarding the lease agreement of 1853: "some two years since the Boston and Maine Railroad con-

tracted through the Danvers Railroad Company, to give to the trains of the Newburyport Railroad some important privileges over their railroad for the business to and from Boston, which contract was for the term of one hundred years; and made at the solicitation of the Boston and Maine. Your Directors have already had ground for complaint. . . . On the fourteenth day of July, 1855, the Boston and Maine Railroad and the Eastern Railroad Company made an indenture, each with the other, by the terms of which the through business between Boston and the different stations upon the line of the Newburyport Railroad is parceled out and divided between them."

This agreement, taken as a whole, meant that anything above the actual expense, could not come back to the Newburyport or the Danvers Railroads, and that all business from Haverhill to Boston was to be considered as Boston and Maine business, and all from Newburyport to Boston as the Eastern business. The Boston and Maine, in their agreement, had promised the Newburyport Railroad, that their trains should be run express to Boston from South Reading. This they did not do, and the Legislature, at last, passed an act compelling them, which act was not repealed for several years. The Danvers also made trouble for the Boston and Maine, as they had refused to pay for the increase of expense over the sum set for the outside cost of the road. They also taxed them with the fact that they were not consulted regarding the agreement with the Eastern and that they were not paying any attention whatever to the time advertised for the starting of the Newburyport trains from Boston. An appeal was made to the legislature to put the matter into the hands of the County Commissioners of Essex County. This was strongly fought by the Boston and Maine and was of considerable importance in the legislative session of that year. There is an abundance of material in relation to these controversies. During the controversy, however, the Boston and Maine acknowledged that their only reason for helping this "middle road" was "as a means of offence and defence, against the Eastern, if occasion should require its use." On May 30, 1857, an act was passed in favor of

the Danvers Railroad, but it was repealed March 10, 1860, as a lease of both the Newburyport and the Danvers was made stronger for the Boston and Maine at this time.

The Eastern Railroad, during the few months prior to the lease of 1860, had cut the prices on freight just one-half, making it impossible for the Newburyport to get any business from the city of Newburyport. The latter railroad therefore was limited to Haverhill for its principal freight receipts from which city it was carrying about 6,000 cases of shoes per month. On November 3, 1859, at a meeting held in Georgetown, the directors of the Newburyport Railroad Company were "unanimously" authorized "to lease the road" and on February 21, 1860, the road was leased to the Boston and Maine for one hundred years. The directors of the Newburyport Railroad, not exceeding five in number, "were to be allowed at all times, to pass free over said railroad," and the Boston and Maine agreed "to advance and pay the sum of \$225,000," which was payable on bonds due at future dates. Some of the bondholders had obtained these bonds as low as 10 per cent., and by this lease the Boston and Maine stood back of all the bonds, which amounted to about \$400,000, and a third of which were held by the Boston and Maine. The stock at this time sold for about one dollar a share. The total cost of the Newburyport Railroad, 14 miles and 3073 feet in length, and the Danvers and Georgetown, 12 miles and 2095 feet in length, which composed the Newburyport Railroad Company, amounted to \$597,386.33, as is shown in the report for 1860.

From October 1, 1854, till November 30, 1855, the receipts of the Newburyport Railroad were \$39,030.97 from passengers, express business, etc., and \$11,844.91 from freight, or a total amount of \$50,875.91. The expense of operating had been: For wages, salaries, repairs on road and incidentals, \$17,582.03; for fuel, \$13,368.94; oil, \$819.40; repairs of locomotives and cars, \$3,164.67; and for taxes and insurance, \$157.96; or a total expense of \$35,093, leaving net earnings of \$15,782.91. The interest on the funded and floating debt amounted to \$15,369.43, and the net balance therefore was \$413.48.

52 THE NEWBURYPORT AND DANVERS RAILROADS.

The cost of the road at this time was as follows :

		DR.		
Engineering,		\$ 13,154.82		
Land, land damages and fences,		65,286.41		
Graduation and masonry,		197,456.30		
Superstructure and iron,		175,427.68		
Station buildings, fixtures,		19,723.62		
Locomotives,		30,872.46		
Passenger and baggage cars,		10,850.00		
Merchandise cars,		15,977.01		
Interest and other expenses of construction,		58,505.76		
Newburyport machine shop,		5,369.63		
		<hr/>	\$592,623.69	
Notes receivable,		\$14,020.61		
Cash,		17.93		
Balance, sundry amounts,		6,244.12		
		<hr/>	20,282.66	
				<hr/> \$612,906.35
CR.				
Stock,		\$218,950.02		
Mortgage bonds,		137,200.00		
Notes payable,		220,677.16		
Income,		6,404.61		
Balance of sundry accts.,		29,674.56		
		<hr/>		\$612,906.35

On Oct. 11, 1855, the whole amount of the liabilities of the directors of the Newburyport Railroad Company for notes and debts of said company, unsecured, was as follows : George J. Tenney, \$66,111.95; Samuel Little, \$21,856.63; Samuel Little, G. J. Tenney and Thomas Perley, \$11,970; Thomas Perley, \$3,870; and J. S. Black, \$2,786.63; total, \$106,595.21.

The salaries and wages of the road were as follows :

<i>Train Men.</i>	Per month.
2 Passenger conductors,	\$50.00
1 Freight conductor,	35.00
3 Engineers,	60.00
3 Firemen,	30.00
1 Baggage master,	35.00
1 Baggage master,	26.00
1 Brakeman, passenger train,	30.00
1 Brakeman, freight train,	30.00

Newburyport Station.

1 Freight clerk and ticket seller,	\$50.00
1 Station agent,	40.00
1 Switchman and baggage-master,	35.00
1 Watchman,	26.00
2 Wood sawers,	26.00
1 Signal man, Eastern Railroad crossing,	10.00

Byfield Station.

1 Station agent,	\$16.67
------------------	---------

Georgetown Station.

1 Station agent,	\$39.00
1 Switchman,	35.00

Groveland Station.

1 Station agent,	\$27.00
------------------	---------

Haverhill Bridge Station.

1 Station agent,	\$39.00
------------------	---------

Bradford Junction Station.

1 Ticket seller—our proportion,	\$5.00
1 Switchman and wood-sawer,	30.00

Bozford Station.

1 Station agent,	\$8.67
------------------	--------

Topsfield Station.

1 Station agent,	\$26.67
------------------	---------

North Danvers Station.

1 Station agent—our proportion,	\$8.67
1 Flagman and wood-sawer,	26.00

Repairs of Engines and Cars.

1 Machinist,	\$45.50
1 " "	39.00
1 Carpenter,	45.50
1 Blacksmith,	34.66
1 " "	29.25

Repairs of Track.

13 men, average per month.	\$28.50.
----------------------------	----------

Officers.

George Cogswell, President,	\$1,200.00 per year.
A. Kimball, Jr., Superintendent,	1,500.00 "
M. E. Hale, Treasurer and Clerk,	1,000.00 "
A. W. Greenleaf, Ass't in Treasurer's office (Ticket Dept.),	50.00 "

For the fourteen months ending October 31, 1855, the total number of passengers carried on the road with regular tickets was 97,760; on season tickets, 12,270; a total of 110,036. The number of miles travelled by regular ticket passengers was 1,018,524; estimated number of miles by season ticket and miscellaneous passengers, 127,828; total miles, 1,146,352. The number of miles run by passenger trains was 63,584; by freight trains, 12,480; total 76,064.

The Danvers and the Danvers and Georgetown Railroads both began to run trains before their stations were finished. The Danvers, according to the lease made with the Boston and Maine, was to have a station house at North Danvers, Tapleyville, the junction of the Danvers and the Salem and Lowell, Lynnfield Centre, and South Reading. The present Danvers Junction station was built in 1887; the Collins Street in 1895; and the Lowell Street in 1894.

When the Danvers and Georgetown was first operated, there was some opposition to stopping the trains at South Georgetown, as it was so near the Georgetown station. John A. Lovering of South Georgetown accordingly placed a building on his own land convenient to the track and this was used as a station for several years, though a flag station. For a short time this stop was discontinued, and another used about one-eighth of a mile lower down the track. The present South Georgetown station was built in 1893.

The present Boxford station is the original building that was erected in 1853. It differs from other stations on the line in that it was built to accomodate the family of the agent. The first agent was S. Page Lake of Topsfield who was successively followed by John Hale, jr., Samuel McKenzie, William J. Badger, Charles W. Gardner and Albert

G. Hurlburt. At the beginning of the Civil War several regiments were quartered on the old Boxford training ground near the railroad and a side track and small station were built for their accomodation.

The Topsfield station was formerly on Main street. The new station on Park street was built in 1897. Topsfield used to be the watering place for the Danvers and Georgetown engines, the water supply being taken from Price's hill, so called. Fred Merriam, the first station master, occupied that position for many years. In his spare moments he used to make cigars in the station, and sold them about the town.

John W. Pillsbury and ——— Batchelder were two of the early conductors, and Joe Hoyt was an early brakeman. William Smith, engineer, and James Carey, fireman, operated one of the early engines.

On September 7, 1905, the Newburyport Railroad Company, voted to pay three dollars a share for all outstanding stock, and on October 11, 1905 the Danvers Railroad Company took the same action. The president, treasurer and directors of these companies at that time were the officers of the Boston and Maine Railroad. Most of the stock was purchased, but few of the certificates were found to be in existence. On September 28, 1906, the Boston and Maine Railroad was authorized to issue \$306,000, 20 year, 4 per cent. bonds to acquire title to the Newburyport Railroad, and also to issue \$152,000, 4 per cent. 20 year bonds to acquire title to the Danvers Railroad. These roads accordingly passed out of existence forever.

JOHN LEWIS OF MARBLEHEAD, MASS., AND SOME OF HIS DESCENDANTS.

BY GEORGE HARLAN LEWIS OF LOS ANGELES, CALIF.

The parentage and former residence of this John Lewis are unknown. He may have come from New Hampshire or the eastward. There was a John Lewis of Marblehead, who was a seaman, and during the Revolution, master of the schooner "Warren." He first appears as marrying the widow Abigail Hulin. The date of his death and of that of his wife are not known.

Thomas Wood of Marblehead was a widower, having been twice married. His second wife died the 17 day 3 month, 1723. He made a pre-nuptial agreement with Elizabeth Bartlett on August 23, and married her Sept. 23, 1723. She was the daughter of William and Sarah Bartlett of Marblehead, bapt. Sept. 16, 1694. Her father, in his will proved April 14, 1735, leaves "to my son-in-law Thomas Wood and his wife Elizabeth, six acres of land on the highway to Boston and half a cow lease."—(Essex County Probate records, v. 320, p. 185). Their children were: (1) Abigail, bapt. June 17, 1724; d. y.; (2) Rebecca, bapt. Jan. 30, 1725-6; m. Edw. Hales; (3) Elizabeth, bapt. Mar. 24, 1727-8; d. y.; (4) Elizabeth, bapt. Apr. 27, 1729; (5) Abigail, bapt. Sept. 5, 1731; m. 1st, Peter Hulin, m. 2d, John Lewis; (6) William, bapt. Nov. 11, 1733; (7) Martha, bapt. Nov. 9, 1735. After the death of Elizabeth, Thomas Wood married, fourth, Sarah —, and on May 27, 1761, they conveyed to Peter Hulin of Marblehead "one messuage being half of the house I live in, it being the northeast end of said house and being in Marblehead, also a piece of land at the northeast of said house to my barn."—(Essex County Deeds, Vol. 110, p. 43).

Abigail, daughter of Thomas and Elizabeth Wood, and Peter Hulin, both of Marblehead, were married in Salem, March 1, 1749, and had four or more children: (1) John; (2) Abigail, bapt. Nov. 19, 1758; m. John Chandler; (3) Elizabeth, m. John Pattin; (4) Mary, m. John Bailey.

Thomas Wood, sailmaker, died between Dec. 25, 1764, the day he made his will, and Sept. 9, 1765, when it was probated, leaving "my dwelling room and little room adjoining, one-half the cellar, garden and barn, with all my movables, to my daughter Mary Dove, who is sole executrix." The remainder of the estate was to be divided among his children.—Essex County Probate records, Vol. 342, p. 320. On Nov. 20, 1765, Mathew Tarney and his wife Mary, Edward Hales and wife Rebecca, John Lewis, fisherman, and wife Abigail, Jane Girdler and Sarah Hudson, widows, of Marblehead, for £56, 8d., conveyed to John Green of Marblehead "the southwest part of the dwelling house of our Honoured father Thomas Wood, deceased, at the little harbor in Marblehead with piece of land adjoining thereto the whole bounded Northeasterly by other parts of said house now belonging to John Lewis and on every other part by the highway together with the barn late of said Thomas, situate on a rock to the northeast of said house."—Essex County Deeds, Vol. 117, p. 192.

After the death of Peter Hulin, his widow Abigail (Wood-Hulin) married, Nov. 26, 1765, John Lewis, in Marblehead.

Children of John and Abigail Lewis:

- 2 REBECCA, bapt. Feb. 16, 1767; m. Joseph Girdler.
- 3 MIRIAM, bapt. Sept. 20, 1767.
- 4 EDWARD, b. Nov. 17, 1767.
- 5 SARAH, bapt. Apr. 29, 1770.
- 6 ELIZABETH, bapt. Sept. 22, 1771.

On May 24, 1794, John Huling and Sarah, his wife, John Pattin and Elizabeth his wife, John Chandler and Abigail his wife, John Bailey and Mary his wife, all of Marblehead, for \$150 paid by Edward Lewis, mariner, conveyed "all the northeast end of a certain dwelling

house with the land under same, also all the land to the northeast thereof and the said end belonging, situate at the northerly part of said town of Marblehead, near the little harbor, so called, bounded northwesterly on the highway, westerly on land formerly Hales, southeasterly on the way to water, and southwesterly on the other end of the house or however otherwise the said end of the house is bounded or reputed to be bounded. The premises being the same which our late father Peter Huling, deceased, purchased of Thomas Wood of Marblehead, deceased, as will appear by deed. Lib. 110, p. 43."—Essex County Deeds, Vol. 162, p. 240. Edward Lewis also bought of Thomas Grant, on June 15, 1795, for £38, a lot of land near the old Meeting house.—Essex County Deeds, Vol. 159, p. 120.

4 Edward Lewis, born Nov. 17, 1767, in Marblehead, was owner and master of a whaling vessel, and was lost at sea in 1810, at the age of 43 years. He married, first, in Marblehead, Aug. 17, 1790, Mary Bray, by whom he had :

7 JOHN, bapt. Jan. 13, 1793; d. young.

Edward Lewis married, second, in Marblehead, Nov. 20, 1794, Lydia, daughter of John and Lydia (Orne) Lefavour, who was born in Marblehead Jan. 20, 1777. She was appointed administratrix of his estate and filed a bond Dec. 2, 1811, "as she was about to remove out of the State before the next probate court sitting in the county." In the inventory of the appraisers of this estate appear the following items :

The northeast end of a small dwelling house situate in the northern part of Marblehead and land under and adjoining, \$400.00
A small piece of land near the old meeting house, 150.00

She removed to Pawtucket, R. I., where she died Feb. 28, 1820, at the home of her brother David Lefavour, and Ralph H. French was appointed administrator, who filed an inventory of her estate, showing four undivided fifths of a small dwelling house near little harbor, \$150,

and a small piece of land opposite the old meeting house, \$75.

Children of Captain Edward and Lydia, born in Marblehead :

- 8 LYDIA, b. Feb. 4, 1796; d. at Bridgewater, Mass., Sept. 8, 1885; m. Jesse Lord.
- 9 EDWARD, b. Nov. 10, 1798; was mate in the schooner Joachim, and never heard from after sailing in July, 1821.
- 10 BETSEY, b. Dec. 4, 1799; m. Daniel Horton; lived and d. March 6, 1886, in Philadelphia, Pa.
- 11 JOHN, b. Oct. 31, 1801; d. June, 1842. Followed the sea, married somewhere, and left a family.
- 12 THOMAS, b. May 12, 1803.
- 13 JOSHUA ORNE, b. Oct. 4, 1804; m. 1st, Abby Kelley; m. 2d, Sarah P. Pratt, who d. July 4, 1868; m. 3d, Lucy Whiting, and d. May 19, 1877. Will filed in Worcester county.
- 14 ROBERT GIRDLER, b. Aug. 3, 1806; d. July 29, 1870; m. Almira, dau. of Samuel Arrington of Pawtucket, R. I.
- 15 JOSEPH WILLIAM, b. Sept. 9, 1808; d. Aug. 17, 1809.

12 Thomas Lewis, born May 12, 1803, in Marblehead, was a manufacturer of cotton machinery, and resided at Sutton, Worcester County, Mass., and removed to Pawtucket, R. I., in 1836, where he remained until after the death of his wife, when he removed to Bridgewater, Mass., where he died March 7, 1876. He married at North Providence, R. I., March 18, 1828, Betsey Eddy, daughter of Richard and Abigail (Eddy) Anthony of Providence, R. I. She was born in Coventry, R. I., Jan. 28, 1805, and died at Pawtucket, June 24, 1868.

Children of Thomas and Betsey Eddy :

- 16 EDWARD LUTHER, b. Jan. 6, 1829, at Valley Falls, R. I.; d. unm. Dec. 21, 1894, in Worcester, Mass.
- 17 RICHARD ANTHONY, b. Sept. 14, 1830, in Sutton, Mass.
- 18 CYRUS ANTHONY, b. Mar. 31, 1832, in Grafton, Mass.; m. Sarah Brooks Wiley, and d. Nov. 4, 1894, in Bridgewater.
- 19 MARY CARPENTER, b. Oct. 21, 1833, in Sutton; m. Rev. James Dingwell; resides at Bridgewater.
- 20 LYDIA LEFAVOUR, b. June 23, 1835, in Sutton; unm.; resides at Bridgewater.

- 21 SARAH ABIGAIL, b. March 20, 1837, in Pawtucket, R. I.; unm.; resides at Bridgewater.
- 22 ELIZA TAFT, b. March 1, 1839, in Pawtucket; d. y.
- 23 THOMAS FAYRHAM, b. Aug. 11, 1841, in Pawtucket; d. y.
- 24 JAMES HENRY, b. July 23, 1844, in Pawtucket.
- 25 JOHN STREET, b. May 18, 1848, in Pawtucket; m. Evelyn Scott, and d. Aug. 1, 1889, in Minot, N. Dak.

17 Richard Anthony Lewis, born Sept. 14, 1830, in Sutton, Mass., was a merchant and jeweller for many years in Philadelphia, Pa. He married Sarah Patterson, daughter of George and Mary Ann (Gibbs) Hale of Providence, R. I., born there Sept. 18, 1833, and died May 10, 1889, in Philadelphia, Pa. He is now living at Bridgewater, Mass.

Children of Richard Anthony and Sarah Patterson, all born in Philadelphia, Pa. :

- 26 ELIZABETH EDDY, b. Sept. 4, 1856; m. Mar. 6, 1879, Carleton M. Moody. Had: Lewis Ferry, Elizabeth Hail.
- 27 GEORGE HAIL, b. May 22, 1859; d. Mar. 2, 1880; grad of U. of Pa.
- 28 ARTHUR PATTERSON, b. Nov. 4, 1861; m. June 27, 1899, Clara, dau. Wm. A. and Adeline Fleck. Had: Mabel, Sarah, George.
- 29 FREDERICK ANTHONY, b. Jan. 18, 1864; d. Feb. 10, 1864.
- 30 HENRY ANTHONY, b. Feb. 16, 1865; m. Mar. 25, 1890, Susan Tillie, dau. James Russell and Susan Harris. Had: Elizabeth, Susanna, Henrietta.
- 31 FRANK NICHOLS, b. May 6, 1868; m. Eliza Raymond Adams.
- 32 WALTER GIBBS, b. Oct. 8, 1873; m. Apr. 30, 1900, Mary Emma, dau. William and Emma Warfield Eastwick. Had: Dora-thea, Richard, Walter.

24 James Henry Lewis, born July 23, 1844, in Pawtucket, R. I., married, June 12, 1879, at Detroit, Mich., Carolyn Mary Randall, born June 10, 1850, in Hamilton, Canada, daughter of James and Caroline (Burnham) Randall. He enlisted in the 11th regiment R. I., Vol. Infantry in 1862 for 9 months. Went to Ann Arbor, Mich., Nov., 1869, to join his brother in business and thence to Detroit, removing from there in 1876 to join his brother in business in Philadelphia, and in 1878 re-

moved to Boston where he has been a traveling salesman with Messrs. Carter, Rice & Co. for 27 years. Resides at Wollaston, Mass.

Children of James Henry and Carolyn Mary :

- 33 GEORGE RANDALL, b. Mar. 22, 1881, in Bridgewater, Mass.; Harvard College, 1902; mining engineer.
- 34 KENNETH BURNHAM, b. Dec. 28, 1882, in Bridgewater; m. June 26, 1906, in Wollaston, Mollie Fairbanks, b. in Wollaston, Mass., Sept. 13, 1881; Harvard College, 1904; with the U. S. Steel Corporation at Worcester, Mass.
- 35 CARL ANTHONY, b. Aug. 26, 1884, in Wollaston, Mass., Harvard College, 1905; mining engineer at Durango, Mexico.
- 36 MARION EDDY, b. Oct. 7, 1886, in Wollaston; m. Mar. 5, 1909 at Wollaston, Charles R. Capon; b. in Toronto, Canada, Feb. 18, 1884, son of William Benjamin and Charlotte E. (Lombard) Capon.
- 37 JAMES HENRY, b. July 3, 1890, in Wollaston.
- 38 CAROLYN HUNTLEY, b. June 8, 1892, in Wollaston.

CAPTAIN EDMUND LEWIS OF MARBLEHEAD, MASS., AND SOME OF HIS DESCENDANTS.

BY GEO. HARLAN LEWIS OF LOS ANGELES, CALIF.

1 Captain Edmund Lewis was of French origin. His family came from Paris, France, to the island of Martinique, W. I., where all save Edmund and a younger sister were drowned by a tidal wave or great storm. With his sister he removed to New Orleans and thence to New York and from there in 1760 to Boston. He then came to Marblehead where some French families resided, and soon after his sister died at the age of 16 years. During the War of the Revolution he was a prisoner at Halifax, N. S., and with eight ship captains escaped through the mouth of a drain, taking refuge under a dory, while the English fired over them. He was also on board the "Tomahawk," and taken prisoner after peace was declared. He married, Oct. 19, 1769, Tabitha, daughter of John and Miriam (Rhodes) Russell of Marblehead, who received her father's mansion house by his will. She was baptized July 5, 1752, and died at Danvers, Aug. 28 (g. s. 29), 1814, aged 62 years (Mhd. rec.). Capt. Lewis was a ship master and died June 8 (g. s.) (June 10, family records) 1805, aged 57 years.

Children of Captain Edmund and Tabitha (Russell) Lewis:

- 2 ELIZABETH or BETSEY, b. Aug. 29, 1770; m. Jan. 27, 1795, Capt. Philip Besom, at Marblehead.
- 3 EDMUND, b. Feb. 11, 1772, family rds. (Feb. 1. Mhd. rd.)
- 4 MIRIAM, b. Mar. 12, 1774, d. young.
- 5 MIRIAM R., b. April 21, 1776, family rds. (1775. Mhd. rds.); d. unm. suddenly, Feb. 24, 1832.
- 6 TABITHA, b. Oct. 21, 1777; m. (int. Sept. 14, 1800), Peter Le Breton of Newburyport.

- 7 MARY or POLLY, b. Nov. 7, 1779, family rds. (bapt. June 13, 1779, Mhd. rds.); m. John Russell, Sept. 8, 1805, family rds. Oct. 20, 1805, church rd.; d. 1846.
- 8 JOHN, b. June 27, 1781; d. young.
- 9 HANNAH, b. Feb. 12, 1783; m. Oct. 30, 1803, James Lovett; d. April 15, 1871.
- 10 REBECCA, b. Jan. 15, 1785; m. (int. April 20, 1808), Capt. George Barker, jr.
- 11 JOHN, b. Jan. 8, 1786 (bapt. Feb. 11, 1787, Mhd. rds.); d. June 22, 1809, in Ship Orient at Havana, Cuba.
- 12 CHARLOTTE, b. Aug. 4, 1789; m. Judge Woodruffe and d. Aug. 2, 1822.
- 13 MARY CAROLINE, b. Jan. 4, 1791; m. Feb. 7, 1809, William C. Rogers, of Lewisville, Ky.
- 14 WILLIAM RUSSELL, b. July 29, 1794; d. July 17, 1825, at Havana, Cuba.
- 15 A CHILD, bapt. Sept. 30, 1801.

3 Captain Edmund Lewis born Feb. 11, 1772, married Jan. 19, 1793, Abigail Bigelow Prentiss, daughter of Joshua and ——— (Bubier) Prentiss of Marblehead. She was born March 12, 1776, and died Nov. 9, 1851. He was a shipmaster and died Dec. 2, 1820, at New Orleans, La., of a fever.

Children of Captain Edmund and Abigail Bigelow (Prentiss) Lewis :

- 16 EDMUND, b. March 25, 1793; drowned Oct. 15, 1810, from Brig Dido on his passage home from Archangel.
- 17 JOSHUA PRENTISS, b. Sept. 26, 1795; d. Mar. 23, 1796.
- 18 JOSHUA P., b. Jan. 31, 1797; d. unm. Jan. 22, 1823, on his passage from Havana to Leghorn with Capt. Baker of Salem.
- 19 JOHN, b. Feb. 25, 1799.
- 20 ABIGAIL, b. Dec. 7, 1800; d. Oct. 3, 1803.
- 21 PRENTISS, b. Oct. 26, 1802; d. Feb. 23, 1803.
- 22 PHILIP BESOM, b. Jan. 16, 1804; m. Maria Bonney and d. Nov. 13, 1877; no heirs.
- 23 ABIGAIL B., b. Jan. 22, 1805; m. July 5, 1829, Geo. Cummings, of Cambridge, and d. Mar. 10, 1887; no heirs.
- 24 HENRY PRENTISS, b. Jan. 21, 1807; d. Oct. 23, 1861; m. Annie Chaffin and had: Edwin, Abby A. and Fredericka N.
- 25 WILLIAM R., b. May 16, family rd., May 9, 1809, Mhd. rd.; d. Dec. 1, 1810.

64 CAPT. EDMUND LEWIS OF MARBLEHEAD, MASS.

- 26 HARRIET C., b. May 9, family rd., May 18, 1813, Mhd. rd.; m. William Chenery and d. Dec. 22, 1896.
27 WILLIAM E., b. Aug. 14, 1815; d. unm. Mar. 14, 1842.
28 TABITHA R., b. Aug. 14, 1815; m. David Simpson and d. Feb. 3, 1897.
29 CHARLOTTE CAROLINE, b. May 6, 1821, family rds., 1819, Mhd. rds.; m. Horatio Simpson of Roxbury.

19 John Lewis born Feb. 25, 1799, married April 26, 1826, Mary Haskell, and died May 10, 1885.

Children of John and Mary Haskell Lewis :

- 30 ABIGAIL PRENTISS, b. Sept. 3, 1826; d. Oct. 3, 1826.
31 EDMUND, b. Oct. 12, 1828; m. Feb. 15, 1865, Mrs. Mary A. S. Marlin.
32 THOMAS HASKELL, b. Nov. 11-14, 1830; d. Feb. 23, 1898.
33 JOSHUA PRENTISS, b. July 28, 1833; m. Sept. 27, 1870, Deborah Green.
34 MARY ABBY, b. July 1, 1836; d. unm. Oct. 30, 1865.

JOHN LEWIS OF LYNN, MASS., TORY IN THE
REVOLUTION, AND SOME OF HIS
DESCENDANTS.

BY GEORGE HARLAN LEWIS OF LOS ANGELES, CALIF.

1 John Lewis, a Commissioner in the King's customs, lived in Lynn, and family tradition has it that his house was on what is now South Common street and that the estate extended to the ocean. He was a loyalist and during the Revolution his estate was confiscated, and it is said was bought by the Lindseys who were his relatives by marriage. He was prominent in freemasonry and was an officer of the first Grand Lodge which was organized immediately after his arrival in Halifax. He also was a prominent churchman of St. Paul's in Halifax. The following account of his family is abstracted from records kept by himself and descendants.

"New York, Oct. 6, 1780. My Dear Wife departed this life in full assurance of a better, about three quarters past 12 o'clock in the morning and was decently interred in Trinity Church yard the following evening by a numerous acquaintance much lamented by all who had it. Her grave is easily known, and directly in the range of the Church steeple and the upper end of the sugar house on the opposite side of the churchyard near about the middle between both—her grave is easily known by two grave stones at her feet, the inscriptions [of which are] Mrs. Jane Daw and Mrs. Hannah Simons; [and] further known by her headstone on which is this inscription:—

To the Memory of Sarah Lewis wife of John Lewis from Lynn in New England who departed this life Oct. 6, 1780. Aged 36 years.

“Halifax, June 2, 1784. I was married to Mrs. Ann Jones of New York by Rev. Mr. Wingate Weeks, assistant preacher at St. Paul’s, Halifax.

“Halifax, Nov. 26, 1789. Ann my Dear Wife departed this life at 9 o’clock in the morning and on the Sunday following she was decently interred followed by a respectable number of acquaintances to her grave.”

On the stone is the following inscription :

“To the Memory of Mrs. Ann Lewis Wife of John Lewis, who departed this life Nov. 26, 1789. Aged 60 years.”

“Halifax, May 16, 1792. This morning at half past five o’clock Our Dear and Honored Father departed this transitory life in the full assurance of a better. On the following Saturday at half past 5 in the afternoon he was interred with all imaginable decency, the funeral was preceded by the several lodges of Masons, and followed by a great number of the respectable inhabitants of Halifax, his friends and acquaintances. He died a good Christian, an obliging friend, a tender parent to the end.”

John Lewis and Sarah Lindsey were married in Lynn, Sept. 25, 1764, by Rev. John Treadwell of the Old Parish.

Children, christened by Rev. Mr. (Wingate) Weeks at Marblehead :

2. LYDIA, b. April 26, 1765. “New York, Feb. 1, 1781. Lydia married Andrew Wilson, a native of Denmark, by Rev. Samuel Seabury, Rector of Westchester in the Parish of New York.

“Feb. 15, 1782. John Wilson their son was born and Mr. Amariah Chase and Mr. John Harrison were God fathers and Mrs. Harrison stood God Mother.

“August 3, 1783. John Wilson, Lydia’s son, departed this life about eleven o’clock at night, and about this time received account of Lydia’s husband dying suddenly at St. Lucie, an Island in the West Indies.

“Monday, Nov. 17, 1783. John Robinson was married to Widow Wilson by the Rev. Benj. Moore, Rector of New York, and on tuesday next day after the wedding we embarked on board the Kepple for Halifax, N. S.

“Know all men by these Presents, that we John Lewis of the City of New York, Cordwainer and Francis King of the

same place, Vintner, are held and firmly bound unto our Sovereign Lord George the Third by the Grace of God of Great Britain, France and Ireland, King Defender of the Faith, &c. in the sum of Five hundred Pounds, current money of the Province of New York, to be paid to his said Majesty or his heirs and successors. For the which Payment well and truly to be made and done, we do bind ourselves and each of us, our and each of our Heirs, executors and administrators, and every of them firmly by these Presents, sealed with our seals, dated the 15th day of November, in the 24th year of his said Majestys Reign A. D. One thousand seven hundred eighty-three (1783).

The condition of this Obligation is such That whereas the above bounden John Lewis hath obtained a License of Marriage for John Robinson of the City of New York, mariner, of the one party and Lidia Wilson of the same place, widow, of the other Party, now if it shall not appear hereafter, that they or either of them the said John Robinson & Lidia Wilson have any lawful Let or Impediment of Pre-contract, Affinity or Consanguinity, to hinder their being joined in the Holy Bonds of Matrimony and afterwards their living together as Man and Wife. Then this Obligation to be void and of none Effect, or else to stand, remain, abide and be in full Force and Virtue.

Sealed and delivered
in the Presence of
Samuel Bayard, Jun.

John Lewis (Seal.)
Francis King (Seal.)

"Nov. 24, 1784. My Daughter Lydia was delivered of a son called Robert at St. Andrews, Passamaquoddy.

"St. Andrews, Passamaquoddy, Sept. 24, 1789. My Daughter Lydia Robinson was delivered of a daughter and called her Lucinda."—*John Lewis' Records*.

John Robinson died at St. Andrews, N. B., in 1807, and his widow died there in 1820. Both are buried there. After the death of her husband she brought her eight children to Lynn, Mass.

3. ELIZABETH, b. Oct. 5, 1766; returned from Halifax, N. S., to Lynn, where she m., Dec. 17, 1792, John Alley, jr., who d. May 16, 1844. She d. July 31, 1831. Children, born in Lynn: (1) John, b. Nov. 1, 1793; d. April 10, 1794; (2) John Lewis, b. Sept. 18, 1796; (3) Evelina, b. Jan. 24, 1799; d. Oct. 12, 1800; (4) Charles L., b. Jan. 24, 1802; d. July 15, 1831.

4. SARAH, b. Mar. 5, 1770; m. William George Laven, b. 7 day, 8 m, 1766, son of William and Georgianna Laven, and descended from William Laven of Comtersherd, in the Parish of Deptford, near Totness. She d. July 22, 1796, at Aylesford, N. S. He d. Sept. 15, 1851, at Halifax, N. S., aged 85 y. Had: (1) William Henry; (2) James William; (3) James.
5. JOHN LINDSEY, b. Jan. 25, 1772, shipmaster, and settled in Portland, Me.; m. 1st Rebecca, dau. Rev. John Thomas Brown of Falmouth, Me. Had: (1) William Brown Lewis, b. Feb. 6, 1803; d. unm. He m. second, June 19, 1806, Mrs. Mary, widow of Lemuel Bryant, and d. in 1825 in Portland, Me. Had: (2) Caroline Lucy, b. Dec. 23, 1808; unm., lived in Newton, Mass.; (3), Francis Watts, b. April 24, 1810; d. at sea Feb. 1846, and had dau., Fanny A.; (4) Sarah, b. Sept. 14, 1817; m. 1st, H. Cushman, and had two daughters; m. 2d, Jan. 2, 1882, Dr. Israel P. Warren, editor of the Christian Advocate of Portland, Me.; (5) Susan Elizabeth, b. Aug. 6, 1820; m. Capt. C. M. Davis, and d. in 1860. No chn.
6. SUSANNAH, b. Oct. 28, 1774; m. Nov. 20, 1794, in Lynn, John Brown Newhall, b. in Lynn, Feb. 10, 1773, s. of Andrew and Susannah Newhall. He d. Apr. 18, 1833; she d. March 10, 1837. Had, born in Lynn: (1) John Brown, b. July 17, 1795; d. Aug. 4, 1825; (2) Sally, b. Oct. 21, 1796; d. Oct. 31, 1797; (3) Isabel, b. Oct. 31, 1797; d. Oct. 2, 1799; (4) Anna, b. Oct. 2, 1799; d. Nov. 25, 1800; (5) Andrew, b. July 10, 1801; d. Jan. 1, 1803; (6) Sally, b. July 25, 1802; (7) Mary Ann, b. June 17, 1813.

RECORDS OF THE VICE-ADMIRALTY COURT
AT HALIFAX, NOVA SCOTIA.

THE CONDEMNATION OF PRIZES AND RECAPTURES OF THE
REVOLUTION AND THE WAR OF 1812.

(Continued from Vol. XLV, page 332.)

Sloop, no name, loaded with lumber, captured with no person on board and no papers, early in June, 1782, in Boston Bay, by H. M. S. Chatham.

Shallop, no name, libel filed June 29th, 1782, by H. M. S. of War the Albany. A claim was filed on behalf of William Sherlock, and evidence showed that the shallop had been captured and plundered by the Americans, when she was carried into Penobscott.

A Shallop retaken from the Americans. Libel Sept. 3d, 1782, by Henry Vogle, Lieut. of Militia in the County of Lunenburg.

Sundry Goods taken out of a Brig at Sea, Peter Coffin, master, libel filed April 16th, 1783, on behalf of the Privateer schooner Dreadnaught.

Proceedings, etc. upon the Petition of Richard John Uniacke, Esq^r, one of the Advocates and Proctors of the said Court in behalf of Isaac Baxter, Roger Perkins and others of the Militia at Liverpool, 2d Jan., 1784. Petition filed and entered and order made thereon as on file. Monday 5th Jan. The Petition, order and return thereon read. The return of the Militia acting in the capture of the schooners *Dolphin* and *Swallow* also read. Decree pronounced as on file.

Proceedings, etc., upon the petition of John Creighton, Esq^r, Colonel of the Militia of the County of Lunenburg, in behalf of himself and others of the said Militia, captors of the Brig *Kitty*, John Palmer, master. May 6th, 1784. Petition filed, etc. May 10th, Petition order and return read. The return of the Militia acting in the capture of the Brig *Kitty* also read. Decree pronounced as on file.

Proceedings, etc., upon the Petition of John Creighton, Esq^r, Colonel of the Militia of the County of Lunenburg in said Province in behalf of himself and others of the said Militia, captors of the Brig *Sally*, Moses Tinney, master, May 10, 1784. Petition order and return read, the return of the Militia acting in the capture of the Brig *Sally* also read. Decree pronounced as on file.

A small schooner, name unknown. A recapture. "David Munro being duly sworn deposeth that in his Passage from Canso to this place he was taken by the Schooner called the Resolution of Boston on or about the 25th June last, that one Morgan, who commanded this Rebel Privateer, told the Deponant that they had taken a Schooner up the Bay of Chaleure, & that a ship had taken her from them, that the schooner belonged to a Scotchman up the Bay, can't recollect his name, that he the Deponant supposes the schooner brought in by the ship Jack is the same schooner the Rebels had taken, & further that he heard some of the men also on Board said Rebel Privateer say they had taken a schooner in the Bay of Chaleure, & had loaded her out of a store belonging to a Scotchman up the Bay."

Two Sloops and a Schooner, names unknown, a recapture. John McCleod, Fred Bottelier and James Coney, owners. "James Coney master of the Schooner *Susannah*, being duly sworne deposeth, That on the 21st of August last he sailed from Lunenburg in said schooner, loaded with boards and Shingles, That the next day, a little before daylight, they saw a Privateer, about 2 Leagues S. S. E. from Halifax Light House, That they Chased the *Susannah* about two hours, when they came up with and took

possession of the Schooner, and took out the Deponant, and carried Him on Board the Privateer, and kept Him about half an Hour, That they then returned the Deponant on Board his own Vessell, and took out two of the Privateer's people who had been left on Board, & then ordered the Deponant to make sail, & come alongside the Privateer, which he did, That the Captain of the Privateer then told the Deponant that he had discovered a sail, and told the Deponant to keep in Shore, & that if he saw the Privateer make sail he might make the Best of his way into any Port he pleased, That the Privateer did after that make sail, & the Deponant saw a Brig, Standing for the Privateer, and he then steered in for Prospect with the *Susannah*, That the next day, being the 23^d at Night, Captain Crymes came into Prospect and sent his people and brought the *Susannah* under His Stern, till he came into Halifax, but put no prize master or any other person on board the schooner, That the two sloops, one owned by John McCleod and the other by Frederick Bottalier & John Wooden were both taken by the same Privateer at the same time the *Susannah* was, That they were in Prospect and came to Halifax with the *Susannah* and Brigantine Observer, and the deponant further deposeth that the Privateer's people took nothing out of the Schooner except one pound of chocolate and a little sugar, and the master of the Privateer told the Deponant He did not Want His Vessel as she was old and Leaky, That the Two Sloops were taken first." An 8th was decreed to the captors—the brigantine Observer.

CAPTURES AND RECAPTURES CONDEMNED DURING THE
WAR OF 1812.*

ABIGAL (89†), ship, G. Johnson, master, Liverpool to Norfolk, captured Sept. 21, 1812 by Poictiers. Restored on payment of costs.

*See also Marine Notes at Salem (1812-1815), Essex Institute Hist. Colls., Vol. XXXVI, p. 285, *et seq.*

†This number is the case number of the original file now preserved at Halifax. See Essex Institute Hist. Colls., Vol. XLV, p. 28.

ACTIVE (399), ship, E. Altberg, master, Gottenburg to Boston, captured Sept. 20, 1813 by Epervier. Cargo: iron.

ACTRESS (39), sloop (privateer), 48 tons, Geo. Lumsden, master, from Newhaven, cruizing, captured July 18, 1812 by Spartan. Cargo: guns, ammunition and provisions. Taken into New Brunswick.

ADELINE (103), brig, N. Harding, master, recaptured Aug. 23, 1812 by Statira.

ADVENTURE (538), schr., 121 tons, J. Martin, master, Hayti to Bristol, R. I., captured June 15, 1814 by Liverpool Packet (privateer). Cargo: 101 hhds. & 20 bbls. molasses, 70 or 80 thousand weight sugar, 12 thousand weight coffee and 40 hides. Restored.

ÆOLUS (197), brig, F. Hocquard, master, London to Newf^d Land, recaptured Apr. 28, 1813 by La Hogue. Cargo: teas and dry goods.

AGNES (137), ship, J. Barnet, master, recaptured Jan. 27, 1813.

ALBION (633), brig, 133 tons, Edw^d Robertson, master, Lisbon to Bourdeaux, recaptured Sept. 21, 1814 by Jaseur. Cargo: sugar and coffee

ALERT (431), sloop, A. Child, master, captured Oct. 19, 1813 by Boxer. Cargo: pitch and molasses.

ALEXANDER (240), ship, B. Crowninshield, master, 20 guns and 130 men, from Salem, cruising, captured Apr. 12, 1813 by Rattler and Bream. Taken into New Brunswick.

ALFRED (482), brig (privateer), 216 tons, P. Bessom, master, 16 guns and 94 men, from Salem, cruising, captured Feb. 23, 1814 by Epervier.

ALIANZA (395), ship, J. E. Estella, master, captured Sept. 16, 1813 by Shannon.

ALICIA (93), brig, Geo. Meiers, master, Kennebec to St. Bartholomews, captured Oct. 1, 1812 by Statira. Cargo: lumber, sheep, soap and fish.

ALLIGATOR (349), sloop, 28 tons, S. Hamlen, master, from Barnstable, fishing, captured Aug. 7, 1813 by Matilda (privateer). Cargo: codfish and stores.

AMAZON (649), ship, 233 tons, Jn^o Raines, master, London to Quebec, recaptured Oct. 22, 1814 by Bulwark. Cargo: flour and bread.

AMBITION (107), brig, 139 tons, Benjⁿ Shaw, master, Baltimore to Boston, captured Sept. 12, 1812 by Orpheus and Maidstone. Cargo: 804 bbls. of flour.

AMBITION (411), sloop, C. Vandine, master, captured Sept. 22, 1813 by Statira.

AMELIA (338), sloop, 79 tons, J. Skidmore, master, New Haven to New Brunswick, captured Aug. 5, 1813 by Retrieve (privateer). Cargo: flour and corn, restored.

AMELIA (499), sloop, 49 tons, R. G. Cornwall, master, New York to Providence, captured May 15, 1814 by Bulwark. Cargo: rye flour, bread, hams and pork. Taken into Liverpool.

ANITA (587), brig, 198 tons, Spanish, Fran^s Ornes, master, Boston to Havannah, captured Aug. 9, 1814 by Leander. Cargo: ballast.

ANN (429), brig, 120 tons, J. H. Winther, master, Cape Ann to St. Bartholomews, captured Oct. 20, 1813 by Retrieve (privateer). Cargo: corn, bread, onions and potatoes.

ANN (36), brig, — McDonald, master, recaptured —, 1812 by Chub.

ANN (438), brig, W Bartlett, master, recaptured Nov 4, 1813 by Jaseur.

ANN (207), schr., 142 tons, J. B. Allison, master, from New Orleans, captured May 5, 1813 by Nymphe, Shannon, Tenedos and Emulous. Cargo: cotton, lead and skins.

ANN (500), sloop, 67 tons, Sam^l Drinkwater, master, East Port to Boston, captured May 19, 1814 by Shannon (privateer). Cargo: 200 boxes tin, copperas and hardware. Taken into Liverpool.

ANNA (298), brig, 125 tons, — Martinez, master, New Haven to La Guira, captured July 13, 1813 by Maidstone, Poitiers and Nimrod. Cargo: 870 bbls. flour, 40 half bbls. beef, 142 firkins lard, 76 firkins butter, 110 boxes soap and 30 bbls. gin.

ANNACONDA (385), brig, N. Shaller, master, captured July, 1813 by Sceptre and Squadron.

ANSON (113), schr., 97 tons, John Smith, master, Boston to Baltimore, captured Oct. 19, 1812 by Liverpool Packet (privateer). Cargo: salt, china and vinegar.

ANTELOPE (561), schr., 73 tons, Elizabeth City, N. C. to Portland, captured July 18, 1814 by Tenedos. Cargo: 348 bbls. flour and some tar.

APOLLO (102), ship, — Cockwell, master, recaptured Aug. 13, 1812 by Statira

APPOLLO (142), sloop, 54 tons, J. Smith, master, N. Carolina to Boston, captured Mar. 20, 1813 by Sir John Sherbrooke (privateer). Cargo: 2000 bushels of corn.

ARAB (230), schr., 350 tons, D. Fitch, master, from Baltimore, captured Apr. 3, 1813 by San Domingo, Marlborough, Statira, Maidstone, Fantome and Mohawk. Cargo: flour.

ARGO (121), brig, W. Middleton, master, recaptured Sept. 3, 1812 by Plumper. Taken into New Brunswick.

ARGUS (74), schr. (privateer), 21 tons, W. Heath, master from Boston, cruising, captured July 17, 1812 by Indian and Plumper. Cargo: guns, ammunition and provisions. Taken into New Brunswick.

ARISTOMENUS (57), ship, I. W. Brewster, master, from Liverpool, captured Aug. 5, 1812 by Africa, Little Emulous, Nymph and Acasta. Restored on payment of costs

ARMISTICE (527), schr., S. Delano, master, Boston to East Port and Machias, captured June 12, 1814 by Retaliation (privateer). Cargo: pork, tar, beef, butter, hogs fat, cheese, shoes, chocolate, candles, wine, gin, vinegar, cordials, bitters, cordage, earthen ware, soap, flour meal, leather, cotton cards, ginger, flax, saddle trees, apples, paper, rice, pease, 30 kegs tobacco, 24 bbls. gunpowder, 3 boxes ball cartridges, a large chest of medicines and sundry other articles. Taken into Liverpool.

ARMISTICE (681), schr., 140 tons, John Williams, master, Charlestown to New York, captured Dec. 24, 1814 by Junon. Cargo: cotton, rice and copper.

ATLANTIC (415), brig, — Anderson, master, recaptured Oct. 11, 1813 by Maidstone and Poitiers.

ATLAS (691), schr., 40 tons, Alexander Livingston, master, Elizabeth City to Newberry Port, captured Feb. 9, 1815 by Dove (privateer). Cargo: 150 bbls. flour and 12 tierces rice. Taken into Liverpool.

AURORA (476), schr., R. McKenzie, master, Mount Desert to Boston, captured Jan. 6, 1814 by Wolverine (privateer). Cargo: cord wood. Taken into Liverpool.

BAINBRIDGE (59), ship, R. Gray, master, Liverpool to Philadelphia, captured Aug. 19, 1812 by Belvidera. Restored on payment of costs.

BALTIC (418), ship, 262 tons, J. Jameson, master, St. Ubes to Boston, captured Oct. 16, 1813 by LaHogue. Cargo: salt. Restored.

BEE (632), schr., 20 tons, Elisha Burnham, master, Halifax to Cape Ann, captured Aug. 28, 1814 by Rifleman and Peruvian. Cargo: dry goods. Taken into St. John, N. B.

BEE (544), schr., J. L. Coleby, master, captured July 3, 1814 by Rolla (privateer). Taken into Liverpool.

BEE (550), schr., captured July 6, 1814 by Nymphe.

BELFAST (169), schr., 124 tons, P. Pendleton, master, for Penobscot, captured Apr. 7, 1813 by Retaliation (privateer). Cargo: ballast.

BELLE (257), schr., 105 tons, F. R. Steinhaven, master, Madeira to Egg Harbour, captured June 8, 1813 by Spartan, Statira and Martin. Cargo: ballast.

BELLISLE (14), brig, 119 tons, Wm. Brown, master, Havannah to Salem, captured July 15, 1812 by Emulous. Cargo: molasses, logwood, sugar and coffee.

BENJ^N FRANKLIN (122), ship, 270 tons, Ja^s Whelan, master, Liverpool to Philadelphia, captured July 9, 1812 by the Collector of Halifax.

BETSY (70), schr., 127 tons, W^m Orne, master, Naples to Boston, captured Aug. 30, 1812 by Acasta. Cargo: brandy.

BETSY (316), schr., 117 tons, Moses Hall, master, Tortola to Portland, captured July 14, 1813 by Bream. Cargo: 65 punch^s rum. Taken into New Brunswick. Restored.

BETSY (520), schr., R. Bears, master, captured June 4, 1814 by Recruit. Cargo: 100 bbls. flour.

BETSY (611), sloop, 38 tons, B. Parker, master, from Nantucket, fishing, captured Sept. 2, 1814 by Lively (privateer). Cargo: fish, oil, salt and fishing stores. Taken into Liverpool.

BETSY (620), schr., H^y Geyar, master, Boston to Machias, captured Sept. 10, 1814 by Alban. Cargo: flour and provisions.

BETSY (616), ship, 333 tons, W. H. Bennett, master, from Calcutta on a coasting voyage, recaptured Sept. 7, 1814 by Pylades. Cargo: pepper and bettle nuts.

BETSY (159), sloop, 45 tons, J. T. Barney, master, Warren to Havannah, captured Mar. 26, 1813 by Sir Jn^o Sherbrooke (privateer). Cargo: cheese, tobacco, provisions, leather, shoes, lumber, &c.

BETSY (161), sloop, 45 tons, L. Forsyth, master, Providence to New London, captured Mar. 31, 1813 by Sir Jn^o Sherbrooke (privateer). Cargo: 4 tons hemp and 46 bales cotton yarn.

BETSY (253), sloop, 93 tons, N. Walton, master, Boston to Waldeborough, captured June 6, 1813 by Retrieve (privateer). Cargo: 50 bushels corn and ballast.

BETSY (464), sloop, 98 tons, E. Tibberts, master, Waldeborough to Boston, captured Dec. 10, 1813 by Wolverine (privateer). Cargo: cord wood. Taken into Liverpool.

BETSY & JANE (428), schr., S. Brown, master, captured Oct. 21, 1813 by Majestic.

BIRD (181), schr., 80 tons, J. Hammond, master, Frenchman's Bay to Spanish Main, captured April 18, 1813 by Emulous. Cargo: 3700 hhd. staves and 20,000 shingles. Taken into New Brunswick.

BLACK SWAN (652), brig, 125 tons, Jacob McDaniel, master, Boston to Havannah, captured Oct. 24, 1814 by Maidstone. Cargo: lumber and dry goods.

BLONDE (108), schr., G. H. Gilbert, master, recaptured Oct. 17, 1812 by Acasta.

BOLINA (47), ship, 260 tons, John Fairfield, master, Gibraltar to Salem, captured Aug. 10, 1812 by Morgiana. Cargo: wines, salt, oil, capers, matts and baskets, anchovies, and \$6061 1-2.

BOXER (549), schr., G. N. Davis, master, captured July 8, 1814 by Rolla (privateer.)

BRANCH (223), schr., 78 tons, H. Luskin, master, Boston to Deer Island, captured Apr. 26, 1813 by Bream. Cargo: ballast; Taken into New Brunswick.

BRITANNIA (80), ship, — Eddington, master, recaptured Sept. 4, 1812 by Junon.

BUCKSKIN (76), schr. (privateer), 39 tons, Isaac Bray, master, from Newberry Port, cruising, captured Aug. 8, 1812 by Statira and Colibrie. Cargo: guns, ammunition and provisions.

BUNKER HILL (148), schr., 29 tons, B. Boddely, master, New Berry to New York, captured Mar. 10, 1813 by Liverpool Packet (privateer). Cargo: 12 tons plaister. 50 boxes chocolate, 3 bbls. pork, 10 hhds. rum, 2 boxes & 2 cases hats, some shoes & cloth and 100 handspikes.

BUNKER HILL (54), schr. (privateer), 175 tons, Jacob Lewis, master, from New York, cruising, captured Aug. 21, 1812 by Belvidera. Cargo: guns, ammunition and provisions.

BUZI (588), schr., a tender belonging to his Majesty's ship Dragon under the command of Ge^o Pierson, act^s Lieut. of said ship Dragon, captured June 19, 1814 by Albion, Asia, Severn, Loire, Jaseur, St. Lawrence, Regulus, Melphomene, Brune, Manly, Etna and Dragon. Cargo: 20 hhds. tobacco capt^d in the waters of the Chesapeake 11 June by the Dragon, Acasta, Loire, Narcissus, Jaseur, and St. Lawrence being previous to the capture of the Buzi and put on board the said schr. Buzi.

CALEDONIA (629), ship, W^m Macfarlane, master, Greenock to Montreal, recaptured Sept. 22, 1814 by Nymphé. Cargo: flour, bread and coals.

CALMAR (473), sloop, D. Maloney, master, captured Dec. 17, 1813 by Curlew.

CALSON (293), schr., J. Alson, master, captured July 6, 1813 by Weazel (privateer).

CAMDEN (389), schr., 105 tons, B. Dowers, master, Boston to Penobscot, captured Aug. 31, 1813 by Dart (privateer). Cargo: ballast. Taken into New Brunswick.

CANDELARIA (518), sloop, 92 1-2 tons, Eman^l Fernandez, Havannah to Boston, captured May 19, 1814 by Superb. Cargo: 12 half boxes sugar, 125 casks and 14 q^r casks molasses. Restored.

CARAVAN (332), brig, 110 tons, J. Snow, master, Antigua to Portland, captured Aug. 7, 1813 by Retrieve (privateer). Cargo: molasses and some rum. Restored.

CARL GUSTAFF (306), ship, 374 tons, G. B. Baker, master, New York to Beaufort, N. C., captured June 14, 1813 by Statira and Martin. Cargo: ballast. Restored.

CARLOTTA (259), brig, J. DeLonza Carvatho Souza, master, Porto Rico to Philadelphia, captured June 22, 1813 by Spartan, Statira and Martin. Cargo: some money, 48 bbls. rice and 20 bbls. coffee.

CAROLINE (171), brig, 195 tons, John Homer, master, Wilmington to Boston, captured Apr. 11, 1813 by La Hogue. Cargo: 1508 bbls. tar, 170 bbls. turpentine, 8 bbls. pitch and 10 of rosin.

CAROLINE (194), schr., 25 tons, A. Burgess, master, North Carolina to Mass. Bay, captured Apr. 18, 1813 by Sir John Sherbrooke (privateer). Cargo: corn and beans. Taken into Liverpool.

CATALINA (497), brig, 160 tons, J. F. Cerrero, master, St. Domingo to New Bedford, captured May 13, 1814 by Superb. Cargo: 245 hhds. molasses and 600 hides. Restored.

CATALINA PATRIOTA (394), ship, J. Riva, master, captured Sept. 16, 1813 by Shannon.

CATHARINE (199), brig, C. Hammond, master, St. Bartholomew to London, recaptured May 2, 1813 by LaHogue. Cargo: rum, etc.

CATHARINE (470), schr., J. Church, master, captured Dec. 4, 1813 by Majestic and Junon.

CATHARINE (29), (letter of marque), 281 tons, F. A. Burnham, master, from Boston, cruising, captured July 26, 1812 by Colibrie. Cargo: guns, ammunition and provisions.

CENTURION (164), schr., 56 tons, C. Blanchard, master, Charlestown, S. C. to Providence, R. I., captured Apr. 2, 1813 by Atalante. Cargo: 120 bales cotton.

CERES (68), ship, S. Webber, master, Liverpool to Boston, captured Aug. 31, 1812 by Spy, store ship. Restored on payment of costs.

CHANCE (354), brig, W. Rodgerson, master, Workington to Mirimachie, recaptured Aug. 13, 1813 by LaHogue and Tededos. Cargo: ballast.

CHARLES (658), brig, 137 tons, J. Everett, master, St. Johns, N. B. to Barbadoes, recaptured Nov. 5, 1814 by Saturn. Cargo: fish and lumber.

CHARLES (539), schr., Jn^o Brown, master, captured June 26, 1814 by Rolla (privateer).

CHARLES (432), sloop, 95 tons, J. Cook, master, Oceracoke to St. Johns, New Brunswick, captured Oct. 4, 1813 by Paz. Cargo: 679 bbls. flour.

CHARLES (461), sloop, 75 tons, J. Andrews, master, Kennebeck to Boston, captured Dec. 10, 1813 by Wolverine (privateer). Cargo: 18 ft. timber, 30 ft. boards, and 10 staves. Taken into Liverpool.

(To be continued.)

ESSEX COUNTY NOTARIAL RECORDS,
1697-1768.

(Continued from Vol. XLV, page 340.)

“ Lisbon, 24 July 1742.

“ Mess^{rs} Benjamin Pickman & Com.

Gentlemen: We have not had the Pleasure To write you since 24 May last year having till now never had an Oppertunity of Selling the Loggwood. Att last 'tis sold & herein include the amount Sale rendring the Neat Proceed thereof. R^s 132 \$ 827 which as soon as [53] the money is in Cash shall remitt the same with the whole Ballance of your account to Mess^{rs} Lane, Smethurst & Caswall so as Wee did the R^s 600 \$ 000 on the 2^d May last year of which we hope you have had a Regular acco^{tt} of in due time.

Here are at present severall Vessels with Fish but it is all old and Sold at all Sort of Prices. The first new Fish that arrives will without all doubts obtain an Exceeding good Markett. We remains with Proffers of our services. Gentlemen

Your most Humble serv^t
Klemeke & Tonniel

Ex^c for London 66 1/2

For Amst^m 46 2/8 g^s

D^r

Mess^r Benjamin Pickman & C^o Their Acco^{tt}

To 152 Moy's Salt as P ^r Acc ^{tt} R ^s	268 \$ 898
Cash to Capt. Joseph Grafton	42 \$ 000
His Pilot inward bound	2 \$ 880
Vice Consul in Belan inward D ^o	6 \$ 660
Passport	9 \$ 000
A Qua ^r Cask of White Wine	25 \$ 600
20 Chests of Fruit as P Acco ^{tt}	85 \$ 851
14 Jarrs of Oil with dispatch	9 \$ 000

Port Charges to Lisbon in & outw ^d bound	20	\$020
Assisting the Capt. & serving the Ship	20	\$000
Ballance R ^s 685 \$ 552 which we remitt with the first Packett to Mess ^{rs} Lane, Smethurst & Caswall	685	\$552
	<hr/>	
R ^s	1171	\$4456
C ^r		
By Freight 1661 q ^{ts} Fish att 3/4 Q ^t £249.3 att 66 3/8 q ^{ts} Mill ⁿ R ^s	900	\$ 880
The neat proceed of a Parcell of Beans & Forn Escritors as q ^{ts} Acco ^{tt}	140	\$ 099
The neat Proceed of 209 ^{lbs} Fish as q ^{ts} D ^o	134	\$ 477
	<hr/>	
R ^s	1174	\$ 1456
Errors Excepted	Klemeke & Tonniel	

[54] Power of attorney given by James Venton to John Hazzell of St. Martin to demand what is due him in Salem from Capt. John White or Capt. Benjamin Evis, and to give a true account "of my Effects shipped by me from St. Martin to s^d Capt. White." Also to receive one half money due from Evis, which Richard Andrews, his former attorney, was to receive, also from Peter Dismount, the whole to be placed in the hands of John Fairweather. Dated St. Martins, July 21, 1744. Witnesses: George Batchelder, John Sluman.

Protest. John Beadle, master of the schooner Four Brothers, made declaration that Sept. 27, 1744 he sailed from Carlisle Bay, in Barbadoes, for Salem, and on the evening of Sept. 14 "in Latitute 41.11 Long. 66. 26 West of London met an exceeding hard Gale of Wind at East North East & in it lost his Fore Mast & Bowsprit & flying Jibboom & Jibb & Spritsail & Mainstaysail & having got into shoal Water was obliged to Anchor about ten o'Clock at night & Rode 'till about seven o'Clock in the morning the wind encreasing he lost his small Anchor & about

twenty Fathom of Cable & arrived in Salem Harbour the thirtyeth of October last." Dated Nov. 2, 1744.

[55] Cap^t Richard Derbys Acco^{tt} with Christopher Almy. Dec^r 9, 1743

D^r

To 33 Thousand Shingles at 20	£82. 16
To 27 HHds Rum at 16	432.
To 30 HHds D ^o at 15	450.
To 50 Hoops	1.
To Court Charges p Acco ^{tt}	136.
To paid Mr Wilkinson Hire of his } Sloop }	9.
To 24 HHds Rum at 16	384.
To 4 ^b Nails	. 4

1495.

To Cash paid you 201. 6

1696. 6

To Ballance due which is to be shipp^d }
in Mollasses when falls to 8/ p Gallon }

200.

1896. 6

C^r.

Dec. 19, By Cap ^t Stockings order on me } accepted }	695. 5
By Cash 40 Pistoles	180.
By Lumber to Cap ^t Roger	64. 1
By Cash Rec ^d	100.
By Cash paid Carnave	100.
By Cash 46 Pistoles	207.
By Cash 40 Pistoles	180.
By Cash 20 Moydores at 7 p	140.
By Cash in Sillver	230.

1896. 6

Christopher Almy's receipt for £200 with 15 Empty hogsheads which he promises to ship in molasses when falls to 8/ ³/₄ Gall—or in cotton for account of Richard Derby and Timothy Orne in company.

Bill of Exchange, dated Harbour Grace, Oct. 10, 1744, forty days sight draft by Geo. Garland for Geo. Butler, executor to James Butler, deceased, to Mrs. Mary Collas for £5. "To Mess^{rs} Rich^d Tarr's Son Jones & Rogers Exec^{ts} to Cap^t Davis Estate."

Indenture, between Robert Vicary of St. Johns, Newfoundland, and Nathaniel Ingersoll of Salem, mariner, the former to be apprenticed to said Ingersoll for the term of three years from Sept. 14, 1744. [56] Witnesses: W. Keen, Richard Nixon.

Indenture, between Andrew Slewman, a minor, son of Thomas Slewman of Salem, coaster, and John Scolly of Salem, sailmaker, the former to be apprenticed to said Scolly for the term of 6 years and 5 months from Mar. 15, 1739. Witnesses: Joseph Buffum, John Higginson.

[57] Elisabeth Helleur, wife of Thomas Landhetteren, and guardian of William Landhetteren puts said William as an apprentice to Capt. John Adams of New England, mariner, for the term of seven years. Witnesses: Phi: Robins, E. DuBre. [written in French.]

Capt. John Adams, for £10, assigns the said servant, William Landhetteren, to Joshua Ward, June 15, 1743. Witness: Jeremiah Lee. On Oct. 6, 1743, Joshua Ward for to same amount assigns the said servant to Nathaniel Ingersoll.

[58] Protest. Simon Bradford, master of the sloop Greyhound, made declaration that on Nov. 11, he sailed from Philadelphia for Boston, and on the 17th about Latitude 40, "they met with a very hard Gale of Wind about Northwest whereby the Vessell shipp'd severall Seas which fill'd the Deck & caused the Vessell to spring a Leak so that they kept at the Pumps from Six of the Clock in the

morning & could not make the Pumps suck nor free her before twelve and that they arrived in Beverly Harbour the twenty third of the same month at night." Dated, Nov. 25, 1745. Daniel Traske, mate, and Benjamin Hilton, mariner, also made oath to the above.

Protest. Capt. Ebenezer Ellinwood, master of the schooner Success, made declaration that on Oct. 12, 1745 he sailed from Carlisle Bay, Barbadoes, for Marblehead, and on Nov. 16, "they had a very hard Gale of Wind at West N. West, northerly in Lat: 39: 12: 11, [59] Longit^d 65: 20 which obliged them to lay under a three Reiff'd foresail & continued four Days when a Sea broke in upon them, stove the Boats, broke down their Breastworks & Coops Shattered the Bulkhead of the Vessell whereby they took in so much water between Decks that it came into the Hold, shifted it, and Damaged their Goods. And after they got before it they scudded forty four Hours under their Bare Poles being constantly under Water while the Weather lasted. And that they arrived in Salem Harbour on the Evening of the twenty seventh day of November currant." Nov. 28, 1745. Andrew Stone and John Hilton, two of the mariners, made oath to the above.

Bill of exchange, dated St. Eustatia, Dec. 18, 1745. Adoniram Collins to Samuel Gatman, £10: 14s. Leeward Island currency, "at the Rate any goods shipped from hence to New England produces, Value Received from him in St. Christopher for the Use of the Brig^t Volant," on Henry Gibbs & Co., owners of the Brigantine Volant. Endorsed to Capt. Benj^a Comp^a, owners snow Sea Horse. Protested at the request of Thomas Lee of Salem, merchant, on Feb. 13, 1745, Henry Gibbs of Salem, merchant, refusing to accept. Protested also against Adoniram Collins, the drawer of the bill. Witness: William Pynchon.

[60] John Bond's receipt to Samuel Carrell for one note on Thomas Walker for 5 bushels, 1 peck of wheat; one on James Thomson j^r for £3 to be paid in grain at market price; one on Joseph Woodward for 15s: 2d' currency; and one on Richard Reaper for 50s. in grain at market price. Dated Feb. 10, 1745-6.

As also 289 lb Sugar at 12^d Ⓕ lb
 282 of Pott Iron at 7^d In Grain 10. 6^d Cash
 To Desk at £7, Grain or £6, 10/ Cash
 To 1 Table £4 In Grain £3: 10/ in Cash
 To 52 Bushells of Salt @ 5/

Received the above from Cap^t Carrell to be sold for Grain or money. I say receivd Ⓕ Jn^o Bond. Feb. 18, 1745-6.

John Bond's receipt to Capt. Samuel Carrell, list of debts, amounting to £127: 2s: 3d, to be collected, 10% to be deducted for collecting. Feb. 13, 1745-6.

John Bond's note to Capt. Samuel Carrell for £58: 13s. 3d. in corn at 2s Ⓕ bushel or in wheat at 4s. to be paid Apr. 30, 1740, if not demanded then, to be limited till Dec. 25. Dated, Feb. 13, 1745-6. Witness: James Dunbar.

[61] Capt. Edward Rooke, master of the sloop Rachel, 30 tons, made declaration that on Feb. 12 they sailed from Manticook River, Maryland, for Salem, and on Feb. 18, about Lat. 41, 20, "they met with a Violent Gale of Wind at South & by West Shipped severall Seas & made much Water in the Hold and the Gale continuing with a great Swell from the Southern Board kept the Pumps going till four o'Clock afternoon when the water came up very white so that they Judged their Salt was melted. They then Steared northward under a double Riefed main-sail & arrived in Salem Harbour on Sunday the ninth of March instant." Walter Rench, mate, also made oath to the same, Mar. 10, 1745.

Protest. Capt. Nathaniel Ingersoll, master of the sloop Swallow, made declaration that in February he sailed from Salem and on the 28th in Lat. 16, 50, about 25 leagues from the Island of Antigua. "they met with a French Privateer Sloop mounting ten Carriage & Twenty swivell Guns, having on Board 150 men [62] & Commanded by Mons^r Palanchey & that the same Sloop from about eight

o'Clock in the morning chased them till five in the afternoon & that upon their coming up & firing of three Shot (having no possible way of Escape) they struck, whereupon they were taken by said Privateer Sloop & Carried into Martineco on the second day of March following where their said Vessell & Cargo were condemned as a Lawfull Prize." James Foster, mate, also made oath to the same, Apr. 16, 1746.

Protest. Capt. John Jones, late master of the schooner Industry, about 50 tons, Capt. John Skinner and Samuel Lee, Esqrs., owners, made declaration that he sailed from Lisbon on Oct. 4, for Marblehead, with a cargo chiefly salt, and that in Lat. 42, 40, Long. 65 1/2, he "met with bad weather & very hard Gales of wind & after beating on some time he was blown of the Coast of New England & in Latitude of Antigua met with a French Privateer Sloop comanded by Mons^r Joseph Kettell who, after chasing the Schooner about an Hour & an half & firing seven Carriage Guns (there being no possible way of Escape) took the said Schooner, carried her into Martineco where the said Vessell & Cargo were condemned as a Lawfull Prize and that the Declar^t in Capt. Hawkins arrived in Marblehead Harbour the day first mentioned." [63] Samuel Ruck, one of the mariners, also made oath to same, June 28, 1746.

Letter of administration upon the estate of William Stanclift, of Middletown, Conn., granted to James Stanclift, July 1, 1746, by Joseph Buckingham, Esq^r, Judge of Probate, Hartford Co., Conn.

[64] Protest. Jonathan Webb, late master of the sloop Lynn, 66 tons, made declaration that, on May 22, he sailed from Salem with a load of fish for St. Eustatia and on June 21 in Lat. 17, 35, he was "Chased Fired at come up with & taken by a French Privateer Sloop of three Cariage & two Swivel Guns & Comanded by Mons^r Montard who sent the Declarant and Sloop into St. Bartholomews where they left the Declarant & immediately

proceeded with the said Sloop & Cargo to Gaudelope for Condemnation." Thomas Foster, one of the mariners, also made oath to the same, May 22, 1746.

Protest. Henry Donaldson, master of the brigantine Sarah, 100 tons, made declaration that on June 29, he sailed from Peliment River, Maryland, loaded with tobacco, for London, on July 9 put into Hampton on James River, Virginia, for sailors and bread, and on July 31st, sailed with 9 hands. On Aug. 3, Lat. 36. 57 N. and 211 miles "to the Eastward of Cape Henry they met with hard Squawls of Wind at West N° West with Sharp Thunder Lightning & Rain when they found the Vessell made ten Inches of Water in an Hour more than usuall which obliged them to put her before the Wind & set both her pumps at Work which much fatigu'd & discouraged them, whereupon at the Importunity & Threats of most of the people he consented the next morning to bear away for Boston in New England not being acquainted with any other Harbour on that Coast & that they were often obliged to bear away before the wind [65] in Order to Hoist up the Pumps to drive out the lower Boxes choaked with Ballast & the Staples drawn out & that they were obliged to pump two or Three Hours before they could make it suck & that on the eighteenth of the same month they made Land about four Leagues to the Northward of Cape Anne, that they strove hard that Day to beat into Cape Anne Harbour the wind being at North N° East but unable to Effect it they were forced to come to an anchor toward night within about half a mile of a Rock called Salt Rock the wind blowing hard with much Rain they were obliged to keep six hands constantly tending the Pumps & drawing the Boxes before they could free her she having for a good part of the Time three or four Foot Water in the pump Well & that on the nineteenth of the same month about eight o'Clock in the morning they got a man out of a fishing Vessell with much Difficulty to pilot them & were about to heave up their Anchor but fearing that the Vessell might cast the wrong way & fall upon the Rocks the Pilott by Comon Consent cut the cable and brought

them safe into Marblehead about two o'Clock in the afternoon refusing to carry them to Boston the weather being thick & rainy." Edmund Lambert, chief mate, Henry McLachlane, second mate, also made oath, Aug. 20, 1746.

Bill of exchange, dated St. John's, Newfoundland, Aug. 6, 1746. Forty days sight draft, Robert Miller, on Joseph Houghland, merchant, on Cottons Wharf, London, for £54 : 13s : to Benjamin Pickman & Co. Endorsed to Lane & Caswell by Benjamin Pickman and Co.

Bill of exchange, dated St. Johns, Newfoundland, Aug. 6, 1746. Forty days sight draft, William Dinham on Masters & Ballard, London [66] for £172 : 17s. : 6d, to Benjamin Pickman & Co. Endorsed to Lane & Caswell by Benjamin Pickman & Co.

Richard Andrews' order on John Salmon of Boston in favor of Capt. Richard Darby for £45. Dated, Salem, Sept. 12, 1746.

Protest. Moses Sweet, master of the snow Sea Horse, 60 tons, made declaration that on Apr. 6, he sailed with a cargo of sugar and molasses from St. Anne's, Jamaica, for Salem, with 8 men on board, and on the 28th in Lat. 38. 36 and Long. 67. 31 "they met with a violent Gale of wind from E. S^o E. to E. N^o E. which blew so hard that they lay by under their Foresail till five O'Clock in the Evening when the Gale encreasing they reefed their mainsail & Set them. And that in handling the Foresail they Shipp'd a large Sea that almost washed the men all overboard & shifted the Cargoe between Decks & in the Hold. That one or more Hogsheads of molasses between Decks was Stove & lost before they could be secured and what other Damages the Vessell & Cargo had suffered was done by the afores^d Stormy wind. And that they arrived in Salem Harbour the Day first before mentioned." [67] Philip Cowen, mate, and Edward Gillam, a mariner on board, made oath to same, May 4, 1747.

Protest. Thomas Church, master, William Pecks, mate

and James Cambell, sailor, of the sloop Leopard, 60 tons, with five men, made declaration that they sailed from Placentia, Newfoundland, July 7, for Philadelphia. The next day "the Weather came up very thick & foggy & Continued so till the nineteenth day of July Currant except only about four Days clear Weather in the whole Time. That during said foggy & thick Weather the said Sloop met with Contrary Winds & Calms & By Means thereof & the Currants the said Sloop was drove to the Northward up the Bay of Funda which was more than two Degrees further to the northward than they apprehended she could be which they found when the Weather cleared away on said nineteenth day of July. And further that the Ratts on Board said Sloop had greatly demolished the said Sloops Store of Candles which when said sloop sailed from Placentia as afores^d they apprehend was sufficient to carry them from thence to philadelphia. That on the Seventeenth day of July Curant they found themselves quite out of Candles and for the want thereof and their Water falling short they were Necessitated to put into Marblehead to provide themselves with Candles & Water before they could further prosecute their Voyage to Philadelphia. Their Water on Board when they sailed from placentia being also in their Judgment sufficient to perform their Voyage to Philadelphia." July 23, 1747.

[68] Protest. John Foster, master of the schooner Benjamin, 40 tons, made declaration that Sept. 9, he sailed from St. Christopher's, with six hands, and a cargo of rum and molasses, for Salem. On Sept. 12, in Lat. 23. 57, "they met with a Violent Hurricane which lasted Twenty four Hours the Wind veering from West to South & Carried away their flying Jibboom, Square Sail Yard & foretopmast and that in the Storm they Shipp'd many great Seas one of which carried one of their Hands over Board & struck the Vessell so Violently that it Stove one of the Hogsheads of Molasses marked TXA No 2 and that on the Twenty third of the same month in Lat. 38. 20 they met with another violent Storm wherein they Shipped many Seas some of which carried off another of the Hands

& another carried away their Boat, Cabbouze & one Carriage Gun. And that for the safety of themselves their vessell & Cargo they stove one Hogshead of molasses marked S. P. No. 1 2 II marked IXA No 1 & two others II & that after the Storm they made the best of their Way for the port of Salem where they arrived the day first mentioned." Joseph Mascoll, jr., mate, also made oath to the same, Sept. 19, 1747.

Protest. Henry Williams, master, of the sloop Anne, made declaration that on Sept. 9, [69] they sailed for Salem and on the 23^d in Lat. 39. 40 & Long. 70. 10 West "they met with a violent Storm which lasted about eight Hours (the Wind at S^o S^o West) & very great Seas which obliged them to Scudd under their Reif'd Foresail. That the Gale encreased so as to split their Foresail and that then they were forced to scudd under their bare poles. That the Vessell made bad Weather so that they shipp'd a Sea which carried overboard two of their men their Boat & Carpouse, Stove in one Side of their upper Works broke their Boom & Struck the Vessell in so violent a manner that the Pumps were Started almost out of the Holds. That the Violence of the Storm Shifted their Hold & Stove about twenty Hogsheads of Molasses and finding that they had four Feet of Water in the Hold & the Vessell lying under Water they were obliged to cut away their mainmast with all their Rigging & Sails upon which she righted & after the Storm abated they made the best of their Way for Salem. And that they arrived in Salem Harbour the thirtieth of said September toward Night." Oct. 3, 1747.

Protest. Gaven Drayton, master, and John Cawl, mate of the schooner Mary, 45 tons, made declaration that on Oct. 20, they sailed with 2 hands besides themselves, from Boston for Louisburg, loaded with cider, roots, pitch and tar, oysters, bundles of hay on deck, with a quantity of freight in hogsheads, cases and bundles, and in Lat. about 42, on the 24th "they met with a Violent hard Gale of Wind veering from E N^o East to North which lasted about 50 Hours & that on the 27th of the same

month they met with another hard Gale of Wind Veering from E S° E. to North & lasted about 45 Hours, and that on the first of November Currant they met with another Violent Gale of Wind at North which lasted about 50 Hours & that in each of the Gales aforesaid they were obliged to lay to under a three Reif'd Foresail and that in the last Storm of Wind they were obliged to throw four Bundles of Hay overboard. That the Clasp of the Goose Neck broke. The Violence of the Wind Split the Foresail That the Schooner sprung a Leak in the Counter about eight in the Evening following. That the Deck was kept constantly full of water. That they drove before the last Gale with the Head to E N° E. 24 Hours & to the Norwest 26 Hours till they came to Lat. 41. 59 Cape Cod then bearing W. N° West from them. That the Schooner proved very Leaky [70] so that they were obliged to put away for the nearest Harbour & that they arrived in Marblehead the fourth of November Currant about Three of the Clock afternoon." Nov. 5, 1747.

Deposition of John Matchet, Philip Babson, Samuel Allen and Samuel Morgaridge, dated Montserat, Dec. 23, 1746, that they knew "the Sloop La Fortune brought into this Island by his majestys Snow man of Warr called the Saxon, & that said Sloop was called the Williard Comanded by Jacob Parsons, that it was built in Cape Anne & that one William Parsons a merchant in Cape Anne was Sole Owner of said Sloop & that the said William Parsons sent her from Cape Anne to the Island of Barbadoes with a Cargo and that said Sloop was taken in her Voyage to Barbadoes aforesaid as the said Jacob Parsons told these deponants." Sworn before John Bastone, Dec. 23, 1746.

Protest. Thomas Desmere, master of the schooner Joseph, 45 tons, made declaration that on Oct. 7, he sailed from Barbadoes, with four hands, with a cargo of rum and sugar for Marblehead, and on the 19th in Lat. 35 1-3 N° & Long. 61 1-2 they "met with Stormy Weather & very hard Gales of Wind at Norwest which lasted four Days. And they were obliged the whole Time

to Lay to under a three Reef'd Foresail. That there was very great Seas & that they Shipp'd many of them which wreck'd the Schooner so that she proved very leaky. And that after the Storm they made the Best of their Way for Marblehead. And that they arrived into Marblehead Harbour on the fifth of November Currant." Nov. 6, 1747.

[71] Note, Jan. 22, 1742, Bartholomew Browne to John Cann of Salem, tailor, for £5. Witness: Keziah Magery.

Deposition of John Phippen and Richard Downing of Salem, that on Oct. 11, 1739 they were present at the wedding of Nathaniel Pike and Mrs. Abigail Phippen both of Salem, Rev. John Sparhawk performing the ceremony, and that "the said Nathaniel Pike and his said wife lived together as Husband & wife for the space of Five years & upwards and within that Time had three Children And that afterwards the said Nathaniel Pike received an Ensigns Commission in the Expedition against Cape Breton where he went in that Capacity in the Regiment under the Command of Col^o Choate, and there died in October 1745." Sworn before Benjamin Browne and Ichabod Plaisted, Justices of the Peace, June 24, 1748.

Protest. Andrew Tucker, master of the schooner Endeavour, 80 tons, made declaration that he sailed from Port Royal in Jamaica, Aug. 23, "and endeavoured to beat thro' the Passage (commonly call'd y^o Windward Passage) till the 10th of September but meeting with hard Gales of Wind & a Lee Currant fell to Leward of the Port Royall he came from And judging he could not beat thro' said Passage he bore up & came through the Gulf. And further sayeth that on the 8th Day of October instant he met a violent Gale of Wind from the E. S. E. to the SW. in the Lati^{de} 32 & 7 Long^{de} 76 & 49. In the Stress of the Storm carryed away his Bowsprit about 6 in the morning split the Jibb to pieces & lost considerable of the Rigging started one or both Horse Pieces & open'd the Wood Ends at the Stem And about ten at

Night split the Foresail & handed it & about 11 at Night shifted the after Hold by which he supposes to have lost considerable of the Cargoe of Molasses by Reason they pumpt Molasses Mixt with Water from that time till ab^o nine of the Clock next Day before the Pump suckt And some time between the Hole's shifting & Sun rise next Day the Sea washt the small Anchor from the Bow the tenth day we mended the Foresail eleaventh day ab^o 7 morning got out that Part of the Bowsprit was left & cut it of made a Bumkin & fixt it patcht up a Jibb & set it y^e 13 day & made what Sail we could & arrived in Salem Harbour the twenty ninth day of October instant afternoon."

[73] Oct. 13, 1749. Thomas Adden, mate, and Francis Low, cooper, made oath to the same, Nov. 2, 1749, before Benj^a Browne, Justice of the Peace.

Protest. James Peirce, master of the schooner Tryall, 60 tons, made declaration that on Sept. 19, "we came to sail with the wind at S. W. and on the twentieth of September we were within four or five mile of Sheepscoot River and then the Wind took us at N. & by East & blew so hard that we could not carry any Sail but was oblig'd to lay too under a double ref'd Foresail for forty eight Hours And then the Weather clearing up we stood in for the Land the Wind to the Westward and we stood in N West and the first Harbour we could make was Mentinnecus we got into the Harbour the 22^d Day of the month and rid by our small Anchor the Wind at N. E. the 24th Day very hard Wind bad Weather & a large Sea we let go our Sheat Anchor and on the 26th in the morning she parted both Cables & drove on Shore upon the Rocks the Wind held to the Eastward. We hyred fifteen Fishermen to assist us in Sweeping for our Anchors which we purchas'd & then hall'd the Vessel in to the Harbour the 30th of September we warpt out by the Help of the Fishermen that we hyred & came to Sail about Eight aClock in the morning stood to the Westward & about Nine in the Evening came to Anchor in Sheepscoat River." Oct. 30, 1749.

Power of attorney given by Thomas Loring jr. of Hingham, Suffolk Co., trader, to Samuel Thaxter of Hingham, gentleman [74], Dec. 21, 1749. Acknowledged before Benj^a Lincoln, Justice of the Peace, Dec. 21, 1749. Witnesses: Benj^a Lincoln, Isaac Smith.

Samuel Stacey of Marblehead, gentleman, receipt to William Luscomb and John Turner, both of Salem, joiners, for £850, "old Tennor Bills of Creditt," dated Sept. 23, 1749. Witness: John Chipman.

Note for £18, dated Haverhill, Oct. 28, 1749, Joseph Tyler to John Crowninshield.

[75] Bond. Joseph Pierpont of Halifax, Nova Scotia, merchant, principal, and Benjamin Ives of Halifax, Esq., surety, to James Foster of Salem, mariner, for £230, dated July 7, 1750. Payment to be made three months from date. Witnesses: John Byrne, Thomas Warden.

James Foster of Salem, gives power of attorney to Capt. Richard Darby of Salem, merchant, to collect from Joseph Pierpont and Benjamin Ives, £115. Dated Nov. 2, 1750. Witnesses: James Grant, Samuel Daland.

Bill of exchange, dated Barbados, Oct. 6, 1749. Fifteen days sight draft by Edward Ling on Capt. Joseph White to Nehemiah Ordway & Co. of Amesbury, owners of the schooner Sarah Salisbury, for £120, "for value received of Capt. Winthrop." Witnesses: Jonathan Bayly, Jonathan Barnard, Samuel Went. Protested at Salem, Nov. 3, 1750, by Reuben Morrill, one of the company mentioned.

[76] Protest. David Fry, master of the sloop Jubilee, David Matterson, mate, Paul Roads, pilot, and John Rouse, Jr., Charles Bennet, James Goshot, made declaration that "on the 11th Oct. last they Set Sail from N. York in said Sloop bound for Chinecto in Nova Scotia with a Pilot on board that on y^e 21st of y^e same month at 7 a. m.

made land (being in Latitude 43. 56 & Long. 64. 49 by account) that bore about N. E. at 4 Leagues distance that upon Enquiry the Pilot told us it was Mantinicas then the Wind being S.S. E. the Weather being Cloudy & like to be stormy and the Pilot telling of us there was a good Harbour which he was well acquainted with we stood in for the Land with a small Breeze till twelve a Clock then not liking the Look of the Land put about & Stood to the South West Wind S. S. E. a fresh Breeze, at two y^e Southermost Land bore East about three Leagues distance at Six the Wind abated began to Rain and at eight had Rain and almost Calm at nine Wind N. and by E. small Breeze Steerd S E and by E at y^e Rate of two nott & half & att one y^e Wind began to blow hard & half an hour after blew very hard & we were obliged to hand yⁿ Jibb & Lay too under ballanced Mainsail the Wind increas'd & Ver'd to N. N. W. & Continued very thick & Rain'd till Eight A. M. & at nine Snow'd very hard the Sea was all of a Breach & the Wether very thick about ten y^e Cal'd out we were just on Shore when we went forward & saw a Ledge of Rocks just ahead we halled down our Mainsail hoisted y^e Foresail & put the Helm hard a Weather & in Wearing the Sea Struck us upon the Weather Quarter, fill'd our Decks & broach'd her too & the Wind Split our Foresail in Pieces & drove our Stern upon the Ledge of Rocks about two miles & half from the Island & beat of her Ruther & Keel & finding the Vessel a sinking we were oblig'd to take ourselves to our Boat & to get to the Shore in order to save ourselves where through much Difficulty we Arriv'd the Sloop was afterwards drivin toward the Island & was there Stove in Pieces against the Rocks what of the money was on board we Endeavour'd to Save & believe there is upwards of Four Thousand Dollars we tarried on y^e Seale Island Seventeen Days & y^e Eighteenth three Schooners belonging to Manchester came & took us of & brought us to Manchester on Sunday the Eleventh Instant." Nov. 13, 1750.

(To be continued.)





BRIGADIER-GENERAL FRANCIS S. DODGE,
Paymaster-General in the United States Army.

HISTORICAL COLLECTIONS
OF THE
ESSEX INSTITUTE

VOL. XLVI.

APRIL, 1910

No. 2

FRANCIS SAFFORD DODGE,
BRIGADIER GENERAL IN THE UNITED
STATES ARMY.

BY MRS. MARY HUNT (WESTON) DODGE.

General Francis Safford Dodge was the eldest child of Francis and Rebecca (Brown) Dodge, and was born on Sept. 11, 1842, at the farm on Hathorne Hill in Danvers, Mass., to which his father had brought his young bride in November of the preceding year. His paternal grandparents were Eben and Joanna Dodge of Salem, and he also was descended from Col. Robert Dodge of Hamilton, who mustered his company upon hearing of the battle of Bunker Hill, and reached Charlestown in two hours, it is said. His farm is now the property of the Myopia Hunt Club, and of its patriotic owner, Gail Hamilton has written at length. General Dodge's maternal grandparents were Joseph and Rebecca (Appleton) Brown of Ipswich.

Hathorne hill in Danvers was part of a grant of land made by the town of Salem to William Hathorne, who built a house there before 1647. After successive ownerships, the hill came into the possession of Francis Dodge in 1856, and in 1874 was sold by him to the Commonwealth of Massachusetts, as a site for the Danvers Insane Hospital. The house in which General Dodge was born was in an excellent state of preservation at the time of its removal in 1875 and is still standing but

divided into three smaller houses now situated about a mile from the hill. The door knocker which formerly belonged to the old house has been placed on the door of the Nurse's Home, which occupies very nearly the original site.

Francis S. Dodge graduated from the Holten High School in Danvers in 1860, and then attended the Academy at Henniker, N. H. On returning home for the summer vacation in 1861 he would have enlisted in the army at once save for the opposition of his family on account of his youth. Having passed his nineteenth birthday, on Oct. 9th, 1861 he was enrolled as a private in Co. F. 23rd Regiment, Mass. Vol. Infantry. This company was largely recruited from the Union Drill Club of Salem, and had for its sponsors many of the representative men of that city. On Oct. 7, 1861, Gov. John A. Andrew commissioned the officers of the company as follows: George M. Whipple, Captain; Charles H. Bates, 1st Lieutenant, and George R. Emmerton, 2d Lieutenant. The company went into camp on Oct. 18th at Lynnfield, where it joined the rest of the 23rd Regiment of Infantry, whose commanding officers were John Kurtz, Colonel; Henry Merritt, Lt.-Colonel (who was killed in action very early), and Andrew Elwell, Major. On Nov. 11th the regiment left for Annapolis, Maryland, embarking shortly after, under sealed orders, for what proved to be the Burnside expedition to North Carolina. In some reminiscences written forty-three years later, this fleet is recalled as of a most nondescript makeup and none too sea-worthy, but after being buffeted by storm and tempest, it eventually succeeded in conveying the troops to their destination.

On the 8th of February, 1862, an advance by land began, the first engagement being that of Roanoke Island, followed by the capture of Newbern, Morehead City, Beaufort, Fort Macon, and all the eastern coast of North Carolina, except Wilmington. Major Whipple writes as follows of the baptism of fire for this young volunteer: "At the battle of Newbern, N. C., for the time being, I was within a few feet of Dodge. A shot of some kind struck his musket, breaking it quite in two. The barrel

fell to the ground, and the impact was so severe that Dodge thought he was shot. I thought so as well. He was for the time stunned, and turned to me, hardly knowing what he was doing, and handed me the broken breech of his rifle. I threw it on the ground, and said, 'If you are wounded, go to the rear.' He did so, but in a few minutes—brave fellow that he was—returned to his place, saying that he was not hurt." The wound was found to be but a slight abrasion of the skin.

The battles of Kingston, Whitehall, and the raid at Goldsboro, N. C., followed during the year 1862; the regiment remaining in North Carolina and Virginia during 1863. On Dec. 23, 1863, Francis S. Dodge was promoted to 2d Lieutenant of the 2nd U. S. Colored Cavalry, taking part with his regiment in the summer of 1864 in the battle of Drury's Bluff and several skirmishes near by, and in the trenches before Petersburg. He was detailed on the staff of Brig. Gen'l C. J. Paine, as acting ordnance officer, retaining this position until the cessation of hostilities. He was engaged in the battle of Newmarket, Fort Harrison, and Fair Oaks, Virginia, both of the Fort Fisher expeditions, and in all the fights and skirmishes in which the Division was engaged during the march to Raleigh, North Carolina. It is to be regretted that a record of a brave act at Fort Fisher in connection with the explosion of a powder magazine cannot be given. A friend and eye-witness, Captain Hughes of England, who related the daring deed, is dead, and no accurate account, either private or official, is known.

Lieutenant Dodge was promoted to Captain of the 2nd U. S. Cavalry on July 6th, 1865, and served with his regiment in Texas during the summer, but was compelled to go to the hospital at New Orleans in the fall of that year. He was then placed on duty in the Freedmen's Bureau at Assumption Parish, Louisiana, serving through December until mustered out of the volunteer service, Feb. 12th, 1866.

Four years' service in the Civil War evidently had not impaired his taste for military life, and in July, 1866, after a few months spent at his Massachusetts home, he

received the appointment of 1st Lieutenant in the regular army. The following letter, written by General Paine, proves that at this early age he showed some of the soldierly qualities that were conspicuous in later years.

“Francis S. Dodge, late Captain 2nd U. S. Cavalry, served on my staff as Division Ordnance Officer in the Army of the James in 1864, and through the North Carolina campaign. He was a very valuable officer, unremitting and efficient in his attention to his proper duties, and courageous, ready and zealous to perform any work useful to the service. He well deserves the reward of a commission in the Regular Army. He entered the service as an enlisted man in the 23d Mass. Volunteer Infantry in '61, and served continuously and always with credit until honorably discharged in 1866.

CHARLES J. PAINE,
Late Bvt. Maj.-Gen'l Vols.”

Joining the 9th U. S. Cavalry at New Orleans, in February, 1867, Captain Dodge was assigned to Company D. The following April he went to Fort Hudson, and July 31, 1867 when twenty-four years of age, he became Captain of Co. D, 9th Cavalry, taking station at Fort Stockton in April, 1868. Here he remained until the fall of 1873, being in command of the post a part of that period. Gen. Francis Moore, U. S. A. whose friendship dated from their appointments as young Lieutenants, has lately furnished an account of life at Fort Stockton, in its frontier days. He says: “Situated on a high barren mesa three or four thousand feet above the sea level it is about half way between San Antonio and El Paso. Freighters and the few settlers of that period needed protection from the marauding bands of Indians that infested the mountains. In this dry, pure atmosphere with rain falling sometimes only once a year, there was very little vegetation, a company garden four miles away furnishing a few vegetables for the troops.” On one occasion when Captains Moore and Dodge went to the mountains south of Fort Stockton with their troops, to get some timber for a company building they discovered twin mountain peaks heretofore unnamed. They received the

name and are probably still known as "Dos Panchos"—the two Franks. Five years were spent at this remote post with two or three leaves of absence to break the monotony. Dependant upon each other for social diversions, officers and their families formed life-long friendships in the close companionship of a frontier post. Life at this high altitude proved very beneficial for a pulmonary trouble with which Captain Dodge was threatened during his early manhood.

During the next few years he was stationed at Fort McKavett, Fort Concho and Fort Clark, Texas; Fort Sill, Indian Territory; and Fort Union, New Mexico, from which posts there were frequent campaigns against the Indians. The temptation to explore valuable mining land on the Indian reservations was too great for the white man to resist, and the Indian's fondness for game lured him into forbidden fields in the white man's domain—hence arose disputes and often serious disturbances which nothing but the firm hand of the Government, in the shape of troops, could quell. The law was made for the white man, however, and in the adjustment of difficulties, Government pledges were broken, and poor "Lo" often failed to get fair play. There were two courses open, the extermination or civilization of the Indian and at this time there seemed to be a leaning towards the former course.

Captain Dodge was at Fort Wallace (named for Gen. Lew Wallace), Kansas, in 1876 and a part of 1877. Returning to his post at Fort Union, New Mexico, a distance of 300 miles, in the summer of 1877 he wrote:—"The weather pleasant, the trail good, plenty of water and grass for the troop horses. What more could a cavalry man wish?" In the autumn his troop was ordered on a scout in the Nimbus mountains and serious trouble occurring about this time on the Rio Grande border, about some salt mines, Captain Dodge left Ojo Caliente with two companies for Fort Bliss, and Socorro.

In the spring of 1878 Captain Dodge was in camp on the La Plata river, in south western Colorado. His company was then ordered to camp on the Las Animas river, Colorado, where it remained during the ensuing summer

in the usual scouting duties of that period; thence, in September, to Pagosa Springs, where he commanded the cantonment at that place until the following July. Captain Dodge's marriage to Miss Mary Hunt, daughter of William Low and Louise (Page) Weston took place in Danvers, Mass., Dec. 3rd, 1878.

He was ordered to the Ute country in Northwestern Colorado in July, 1879, his instructions from the commanding officer of the District of New Mexico being to scout in the Middle Park and towards the Ute reservation "with a view to prevent any collision between the settlers and Indians." These Indians were the White River Utes. Leaving Fort Garland about the middle of July his route took him through Saguache, Fair Play and Breckinridge, and he arrived at his supply camp at the crossing of Grand River, near the mouth of Troublesome Creek, early in August. After spending nearly two months in scouting and listening to reports on the situation from both Indians and white men, he returned to his supply camp towards the last of September. Here he found an order directing him to "return with the least possible delay to the White River Agency and break up any unlawful trading establishments found in the vicinity, as well as to cause the return of the Indians who were off their reservation."

Captain Dodge's account taken from a private letter is as follows:—

"I left camp on the morning of the 1st of October, about half past six, and had marched about ten or twelve miles when I found, sticking up in a piece of sage brush in the road a slip of paper containing the following: "To Capt. — commanding Co. —. Hurry up, the troops have been defeated at the Agency. E. C. C." Re-inforcing the guard with the train and ordering them to close up as fast as possible I pushed forward to Hayden, on Bear River, which I found deserted. While waiting here for the train to close up, one of the couriers, John Gordon, sent out from the intrenched command, came in accompanied by several citizens and from them I learned the

exact situation. Major Thornberg's command, consisting of two companies of the 5th Cavalry and one of the 3rd, had been defeated by the Indians who were reported to number at least 300. Thornberg had been killed, Captain Payne and Lieutenant Paddock wounded, ten soldiers and teamsters killed and about thirty others wounded. The command had been driven back on the wagon train when they had made the best defense possible and were still entrenched surrounded by Indians, and the situation was extremely desperate. To attempt any relief of the beleaguered camp during day-light would be rash and foolhardy as the Indians were known to outnumber the troop six to one, and it seemed impossible to approach the camp without being discovered. A forced march during the night and an attempt to reach the distressed command before day-light was therefore the only alternative. Even in this we would probably fail if our intention were discovered by the Indians.

"My train having closed up, I pushed forward again down Bear River, until 4.30 in the afternoon, when I went into camp, making all necessary disposition for a night's rest. I did this in order to deceive any Indian spies who might be watching me. At 8.30 I was again on the march, having filled the haversacks with rations and issued extra ammunition. The train, with a small guard, was ordered to make the best time possible to Captain Price's supply camp, a part of Thornberg's command on Fortification Creek, and with one officer, Lieutenant Hughes, four citizens, and thirty-five soldiers, I started south to aid the poor fellows in the trenches. I realized that it was a desperate undertaking, but had no choice left me unless I acted in a cowardly manner. I was fortunate in having a good guide, and leaving the road we took a trail through the mountains.

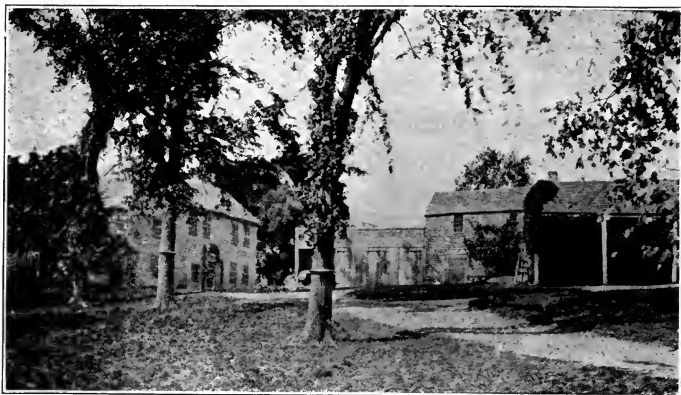
"Fortune favored us. The night was cool, with a full moon, and a slight shower just at dusk had laid the dust and made the marching as pleasant as possible under the circumstances. Not a sign of the Indians was discovered until we came within four miles of the battlefield, when we ran upon the dead bodies of three men lying in the

road—a most ghastly sight. These poor fellows were on the way to the Agency with annuity goods, etc., and had gone into camp. Their wagons were burned, and they had been murdered without provocation. Just at day-light we neared the intrenchments and succeeded in getting in without trouble. The Indians seemed to be entirely taken by surprise, not knowing what to expect next; but this suspense was of short duration, and they commenced pouring in showers of lead, which speedily drove us to whatever cover was at hand. Unfortunately we could not protect our horses, and of forty-two animals which I took in only four were left, all of which were wounded.

“The command was corralled on a small plateau on the right bank of Milk Creek and about one hundred yards from it, while some five hundred yards farther back a mountain afforded the Indians ample protection without being exposed themselves. On the south side the mountains were higher and more rugged, still within easy range of their rifles. At night we procured a supply of water for the next twenty-four hours, hauled out the dead animals and strengthened the position. A few Indians would occasionally crawl up the creek bottom, apparently within a hundred yards of us, and open fire. Only one man was wounded in going for water, although the party sent out for the purpose was frequently fired upon. Our food was hard tack and raw bacon. The nights were cool, but fires would have been unsafe, even could they have been had. Every one was cheerful, joked, laughed, and made the best of the bad situation. We had forty-two wounded, of whom many preferred remaining in the pits to going under medical treatment. General Merritt’s command of the 5th Cavalry, after a forced march from Rawlins, came in on the morning of the 5th, relieving us from our awkward situation. The attack on Major Thornberg was cowardly in the extreme, and more treacherous than cowardly. The Indians had made friendly visits to his camp, learned his intentions, and then attacked him without warning.”

General Merritt went on to the agency with his troops, arriving on Oct. 11th, and found a scene of desolation. After the death of Major Thornberg, Captain Payne of





BIRTHPLACE OF BRIGADIER GENERAL FRANCIS SAFFORD DODGE

Hathorne Hill, Danvers, Mass.



PARLOR IN THE BIRTHPLACE OF BRIGADIER GENERAL DODGE

Hathorne Hill, Danvers, Mass.

the 5th Cavalry succeeded to the command, until Captain Dodge's arrival in the intrenchments. On the 10th of October he was ordered by General Merritt to take the remnant of Captain Payne's command, with his own, together with the wounded, back to Rawlins, Wyoming, where he arrived on the 19th of October, and received a hearty welcome from Colonel Brackett of the 3rd Cavalry. A round of applause was started for both the colored soldiers of Captain Dodge's company and the white ones of Captain Payne's. After a rest of two days, he was on his way back to his original station, Fort Union, New Mexico.

In a general order issued by the Department Commander of Missouri, relating to this affair, he said: "With true soldierly devotion and by the exercise of great skill and prudence, he marched at once through a region swarming with hostile Indians, and succeeded in joining and so far succoring the threatened troops, having suffered in so doing the loss of all his horses. The report in which this result is announced is written with the severest brevity, and shows that Captain Dodge, in addition to his other qualities, possesses that perfect modesty which should always characterize the true soldier."

The following letter of congratulation from General Crook was very much prized by Captain Dodge:

"Rawlins, Wyoming Territory,
October 8th, 1879.

Capt. Francis S. Dodge, 9th Regt. Cavalry:

Your recent gallant, rapid and successful march and charge to the relief of Capt. Payne and his command, surrounded by a largely superior force on Milk River, Colorado, affords me an opportunity which I seize with pleasure to tender to you and your command my hearty congratulations and thanks. This daring march, in the face of imminent danger, to the relief of your comrades in arms, whose condition was critical, if not desperate, has made for yourself and your company a record of which every brave soldier may well be proud.

Very sincerely your friend,
GEORGE CROOK, Brig. Gen'l.

Captain Dodge was brevetted, received a vote of thanks from the Wyoming legislature for his assistance, and also received a medal of honor from Congress some years later. He remained at Fort Union a few weeks while waiting for horses to remount his company, and then proceeded to Fort Bayard for field duty again. The Department Commander of Missouri made a most complimentary endorsement of Captain Dodge's official report of his movements between Sept. 25th and Oct. 19th, when it was forwarded to Washington to the General of the Army. A recommendation was added that some recognition of his bravery be taken by the government, but it was not until Captain Dodge reached Fort Bayard, N. M., on Dec. 23d, that he was officially notified of his reward—a promotion to Major in the Pay Department. The telegram announcing it was as follows :

“ Washington, Dec. 20th, 1879.

To Capt. F. S. Dodge, 9th Cavalry :

The President wishes to make you a Christmas present in the form of an appointment of Paymaster. The vacancy does not occur until Jan. 1st, 1880. It will therefore be a New Year's gift. Please acknowledge receipt.

E. D. TOWNSEND, Adjutant General.”

His appointment as major and paymaster having been unanimously confirmed by Congress, after transferring his company property at Fort Union, he was ordered to Washington. A public reception was planned for him by some of the citizens of Danvers during a short visit at his old home, but although a survivor of four years service in the Civil War and the more recent Indian campaigns, he quailed at the prospect of appearing before a public audience bent on honoring him as a hero, and the reception was given up. His first station as a paymaster was in San Antonio, Texas, which he reached in May 1880. His experience as a cavalry officer did not come amiss in the early pay trips to the isolated posts of western Texas. Railroads had not yet penetrated the magnificent distances much beyond San Antonio, consequently

his trips had to be made in the accustomed manner of those days,—the paymaster, with his clerk and safe, riding in a Dougherty ambulance drawn by four mules. The escort wagon, with a sergeant, corporal, ten men, and the baggage, followed in the rear. All, including the ambulance driver—an important member of “the outfit”—being well armed—for an attack by highwaymen, or Indians was always a possibility. Major Dodge’s clerk was his brother, Mr. Eben Dodge, whose faithful services covered a period of about twenty-five years. He died in Boston on Dec. 17th, 1907. Holly, a faithful colored man, who had shared the hardships of Indian campaigns with Major Dodge, was also a member of “the outfit,” riding with the ambulance driver. Muddy roads, so impeded their progress that sometimes only a few miles an hour could be made, the entire trip often consuming three months. Treacherous mountain streams also had to be reckoned with. Returning from the Guadalupe mountains in 1880 they were upset in Limpia Creek, where the water had suddenly risen four feet, with a very swift current. The men escaped with a wetting, but their guns, blankets and trunks were soaked, though not materially damaged.

In 1886, after six years duty in Texas, Major Dodge was ordered to New York City where he remained four years. A four months leave spent in Europe, was followed by a station in Walla Walla, Washington, for four years. After a short stay at Leavenworth, Kansas, he was detailed in January, 1896, as chief paymaster of the Department of Texas, where he remained until the breaking out of the Spanish War in 1898. He was then transferred to Atlanta, Georgia, as chief paymaster of the Department of the Gulf. He served in this department until ordered to Santiago, Cuba, and thence to Porto Rico in July 1898. Sailing from New York on the Breakwater, he left Fortress Munroe on the 7th of Aug., 1898, with 18 safes containing a million dollars stowed away in two state rooms. Arriving in the harbor of Santiago, they met a ship load of troops, the 71st New York, going out,—bound for Montauk Point, the order for the payment of the troops having been issued before the some-

what abrupt termination of hostilities. Later it was learned that 13,000 troops had already been sent North without their pay which made it necessary for the paymasters to follow them up.

The confusion and mismanagement which characterized the scenes on shore during the earlier stages of the war—extended to the orders for paying the troops. An order to return to New York would be received only to be countermanded, and followed by another to proceed to Porto Rico in turn to be countermanded. Major Dodge was still on shipboard, floating in the filth of Santiago harbor on the 23d when yellow fever made its appearance. The apprehension he felt about being stricken with the disease seemed to be not for himself so much as for the safety of the money if he should be taken ill. The volunteer paymasters were most excellent men, but lacked experience in the responsibility for receipting so large a sum of money. An order for the paymasters to be transferred from the Breakwater to the steamer Orizaba had been received and finally after a long exasperating delay in this fever-infected locality, an order, issued by command of the President, released them. Writing on board the steamer Orizaba, which sailed on the 26th of August for New York, Major Dodge wrote: "It seems to me that when the fever attacks a man lightly at first, it is apt to end seriously." A prophetic remark in view of his own case, about a year later, in Havana. "The cruiser Panther came in and anchored along beside us the night before we left. She stirred up the mud and water with her screw, and the stench was almost unbearable. I could just taste it all night. I generally felt pretty well, but for a couple of days I thought I was really going to be ill. Had a headache and was feverish. I knew it would not do to give up so took some quinine and said very little about it. I felt better as soon as we got out to sea." The ship Orizaba, on which they came north, had been lying at anchor for about 37 days with steam up, until she had burnt up all her coal. When it was finally decided to use her, there was no coal aboard, and time was lost in re-coaling. "The bottom of the ship was so foul that in-

stead of making 12 or 14 knots an hour she only made 7 or 8." This protracted sea voyage would have been most beneficial to all on board had the food been palatable, but the ship having been four months away from New York, the meat was tainted and other food unfit to eat. "The rolling of the ship stirred up the drinking water so that it was simply liquified mud and not fit to drink. Last Sunday was a pretty stormy day, enough to make the officers of the ship anxious. The ship is light, her screw away out of the water and she rolls worse than the New York, which you may remember. Two or three of us came near having serious accidents. I got thrown across the saloon striking my leg against one of the benches and came near breaking it. Major —— turned a somersault over two other paymasters, and got up with a badly bruised shoulder, and there were minor accidents. We have been on this trip since the 17th of July, having travelled over 5000 miles and thus far have done nothing . . . I have not had a single letter since I left New York. We don't hear what the terms of peace are."

The camp at Montauk Point, which was reached on Sept. 4th, seemed healthy compared to Santiago harbor, but there was much sickness, discomfort and confusion. Here the delayed payments were being made under Col. Sniffen. From October to December, Major Dodge remained in New York, slowly regaining his health which had become affected by his summer's experience. He was then detailed as chief paymaster, Department of Colorado, for a few months.

The paymaster who was ordered to pay the three million dollars allotted by our government to the Cuban army having been taken ill, Major Dodge was detailed in his place, reaching Havana harbor early in May, 1899. The money was on the transport Burnside in Havana harbor, when Major Dodge took charge. The names of 39,000 Cuban soldiers were on the pay rolls, and as about nine-tenths of them could not write their own names, some trouble was anticipated in its distribution. The amount decided upon was \$75.00 per man. An important condition imposed by the United States was that the soldiers

should appear in person and give up their arms at the time of receiving the money. It was at first supposed that they would be concentrated at some place near Havana, but it was later decided that the payments should be made in various localities on the island and by several officers assigned for the purpose. The payment of the Cuban Army began on the 27th of May in Havana, about one hundred and twenty-five men appearing in the first few days. Says Major Dodge: "We have taken in about 125 stands of arms, mostly Remington rifles. There was great opposition on the part of the officers of the Cuban Army to having their men paid individually. They wanted to disburse these funds themselves, and get a good "rake off." They were somewhat disgruntled when they found how it was to be done and worked against the officers in charge of the money.

On June 1st, Major Dodge was relieved by Major Lord and assigned as chief paymaster, Division of Cuba, which proved a permanent assignment. He took up his duties at Quemados, a suburb of Havana, about 8 miles away. Writing of the food in the country he says:—"Ham three times a day, boiled, embalmed beef, and lettuce served hot, I do not know whether they bake it or boil it. They can even spoil canned baked beans. I am living principally on bread and syrup. Butter does not keep in this climate or else there is none sent down that is fit to eat. It is poor fare and I am as nearly starved to death as I ever was in my life, but it is the best that can be had."

Early in the fall Major Dodge changed his residence from Quemados to the Lieutenant Governor's palace in Havana. The city had become so clean and healthy by this time owing to the thorough work of Dr. Gorgas, that mails coming from United States by way of New Orleans, Tampa or Key West, were fumigated and somewhat delayed by the process, but it was thought to be a necessary precaution. However, the Major wrote to friends at home: "I expect next year will be the time to look out for the fever, and a man who has not a reasonable amount of sand in his composition had better not take his chance in Cuba."

The payment of the Cuban army had been finished and

the balance of the money turned over to him for the payment of the United States troops. Later in the fall, the fever having increased, with his customary devotion to duty Major Dodge wrote, "It is the sickly season, and it would not look well to ask to be relieved at this time. When a man dies he has had yellow fever, but if he gets well he has had malarial fever."

After a two months leave of absence in the spring of 1900, spent in the States, Major Dodge returned to Havana in June, to complete his tour of duty. As the season advanced, it being sultry and rainy, yellow fever increased and an epidemic was predicted. The sanitary department increased its force, buildings were most thoroughly disinfected, but in spite of the most active measures the disease progressed, claiming many victims. The mortality report however showed the disease to be of a mild type. One officer after another in the Lieutenant-Governor's palace, where the officers were located, became ill, some of the cases proving fatal. The record for Oct. 2nd, 1900, showed 96 deaths. Major Dodge writes, "This morning another case was taken from the signal officer's office, which adjoins mine on one side. It is getting pretty near home now and we may all be ordered out into the country." From the mess where Major Dodge took his meals four officers were taken to the hospital about the same time. Major Dodge was the only one of the four who survived the disease. He wrote on the 19th of October, "I have graduated from the yellow fever hospital with a white certificate, as an immune, in my pocket. I was in the hospital when Major — and his wife died . . . and am glad to be out. There is no telling where there is a safe place in this city." Although Major Dodge had a mild attack of the disease, he probably left the hospital too soon in order to escape the depressing environment, and his recovery was retarded in consequence. The statement made by him the year before, that a mild case at first, often proved a serious one, was true in his own experience. He went out to the suburb, Vedado, where there was good air, during his convalescence, but the subtle poison lingered in his system rendering him unfit for duty until his

presence was needed for work, owing to a scarcity of officers.

On Feb. 2nd, 1901, Major Dodge became Lieutenant-Colonel and Deputy Paymaster General. It was expected when he was promoted from a Cavalry Captain to Major and Paymaster in 1880, that this promotion would hasten his advancement, but unfortunately, owing to the slow promotion in the pay department it delayed it. He had remained a Major 21 years up to this time. Had he remained in the cavalry arm of the service he would have reached the grade of Colonel and probably a higher rank, fully a year sooner than he became a Lieutenant-Colonel. At the expiration of his tour of duty in Cuba, in the spring of 1901, he returned to New York, where he was detailed as chief paymaster of the Department of the East, remaining until January, 1904. At this time President Roosevelt's policy did not favor the promotion of a Civil War veteran to the head of a department unless his age permitted him to serve four years in that department. There remained not quite three years for Colonel Dodge to reach the age limit for compulsory retirement.

On the retirement of General Bates, Jan. 23, 1904, Lieutenant-Colonel Dodge became Colonel and Assistant Paymaster General, and on the same day he received the appointment of Paymaster General with the rank of Brigadier General. Senator Root, who was Secretary of War at the time, and several prominent general officers, most heartily recommended this promotion, in recognition of Colonel Dodge's services during his forty years in the army. He assumed his new duties in Washington on January 24th and remained the Paymaster General until his retirement for age on Sept. 11th, 1906. Upon his retirement the "Army and Navy Journal" in a review of his career mentioned among other events in General Dodge's life his duty in Havana during the yellow fever epidemic. It says:

"He contracted the disease, and gave proof that his courage under fire was equalled by his bravery in the presence of a yet more deadly foe. General Wood said of him at that time, 'His record here only adds another

chapter to his long, excellent and distinguished record of military service.' General Dodge's service as head of the Pay Department has been characterized by an intelligent attention to detail that has resulted in lasting good to the Army. . . . He is the first Paymaster General to prefer charges against an officer for duplicating his pay accounts. For his unfailing courtesy, kindness and justice he will long be remembered by the many friends whom his fine qualities have won for him."

After his retirement he bought a house in Washington, expecting to make it his home, but the exposures and hardships of his long army career had begun to tell upon his constitution, at best never robust. The change was noticeable soon after returning from Cuba, but the disease progressed very slowly. About the time of his retirement it assumed a more serious form and gradually sapped his vitality until his death on February 19th, 1908. In his new home, the first which he could hope to call a permanent one, he fitted up a room entirely with military trophies, swords, guns, medals,—the various commissions received during his service in the army and a flag, all of which, with his military books, he bequeathed to the Darrers Historical Society. The flag, in whose defence he had so often risked his life, was so arranged that he could look upon it in his last conscious moments.

He was a man of rugged conscientious nature, fearless and outspoken in his intolerance of deceit, dishonesty, and shams. A high sense of honor in public and private life, loyalty to his country and his friends, and justice and consideration towards his business associates, were marked attributes of his character. His last resting place is on a knoll overlooking the Potomac and the city, in the new section of the beautiful National Cemetery at Arlington.

ESSEX COUNTY NOTARIAL RECORDS,
1697-1768.

(Continued from Vol. XLVI, page 96.)

[77] Protest. William Harris, master of the brig Rebekah, John Thomas, mate, and Edward Jarvis, mariner, made declaration that on Oct. 14, they sailed from Surrinam to Boston, meeting with contrary winds most of the passage and reaching the New England coast on Nov. 26, "having the Wind at W. S. W. & Clear Weather at noon we had a good Observation & found ourselves to be in the Latitude of 42 & 10 & at 10 a Clock P. M. the wind Shifted to N. E. & by N blew exceeding hard we steer'd in West and at 4 a Clock A. M. on the 28th of November in Latitude (Dead reckoning) 42-27 North in Longitude 64-30 West from the Lizard and we continued to run in West till six a Clock and it being exceeding thick Weather we lay too with the Head to the Northward seeing not any Land at 4 a Clock A. M. saw the Breakers under our Lee & before we could ware the Vessel she struck on Plumb Island Beach in Ipswich Bay & remains there now under Care of a number of sufficient Men, the Vessel's Deck being Strain'd & sundry Butts started." Nov. 29, 1750.

James Lindall's receipt to Capt. John White Sr for 72s-5d. silver money, being in lieu of £27 : 3s. old Tenor due on the voyage schooner Lusitania, 1743, in full, "except the Table he is to return to me." Dated Salem, Dec. 10, 1750.

[78] Power of attorney given by Joseph Maule of Philadelphia, mariner, to his wife Hannah, of Lynn, Nov. 27, 1749. Witnesses: Peter Groves, John Brown. Acknowledged before Joshua Maddox, Justice of the Peace.

“ Marblehead, June the 4th 1750

SIR :

I could not come to Salem a Saturday as I propos^d being not well but I shall depend upon your Son Sam^l Giles to proceed the Voyage and Shall put him in pay the 5th of June at 25£ old Tenor p^r month, and at the End of y^e Voyage a Beaver Hat. I am just going to Boston as soon as I come home we'll draw y^e Contract send an Answer by y^e Bearer I am your humble

Servant

WILLIAM ORNE.

To M^r James Giles
att Salem.”

[79] Power of attorney given by Benjamin Bray of Salem, mariner, to Thomas Poynton of Salem, mariner, to receive “all sums of money as shall appear to be due for the wages of my son Robert Bray Late of Salem, afforesaid Marriner, who was Impressed for His Majestys Service & Did Duty on board his Maj^{ty}s Ship the Elizabeth & Sailed in said Ship from Jamaica on a cruize in 1748 or 1749 and died there.” Dated, June 15, 1751, and acknowledged before Joseph Bowditch, Justice of the Peace. Witnesses: William Lander, John Leach, Jr.

Thomas Gunter's receipt to Capt. Jonathan Gardner for £171 : 8 s : by order of James Grant of Halifax. Dated Boston, June 7, 1751.

Protest, Edward Holland, master of the sloop Willingmind, William Hodgekins and John Hodgekins, mariners, made declaration that on July 27, “they came from Sheepscoat in s^d Sloop & about one a Clock in the morning on the 29th we sprang a Leak (and having lost one of our Pumps by a Mast we had on Deck falling against it) we could not free her with the other Pump & then we began Bail which we did for about four Hours & the Water still increasing upon us and a Violent Gale of Wind at E. S. E. In the morning on the thirtieth we stood in for Salem & just after we arriv'd within Bakers Island the Sloop overset upon which we took to our Boat & got safe on Board a schooner Samuel Dogget [80]

Master whereby we were sav'd losing all Papers accompts & other things belonging to us except what we had on our Backs." July 31, 1751.

Malachy Salter, jr.'s receipt to John Gardner £126, on account of Mrs. Elizabeth Neal of Edenton in North Carolina, "it being her part of the neat proceeds of a parcel of Lignum Vitæ consigned to me from St. Martins by her late Husband Capt. John Neal." Dated, Boston, Oct. 29, 1747.

Bond. Stacey Woodell of Salem, mariner, to William Pynchon of Salem, gentlemen, £26 : 13 s : 4d, dated May 23, 1751, for an adventure on the schooner Endeavour, Andrew Tucker, master, bound from Salem to Barbadoes. Witness : Oliver Fletcher.

[81] Fifteen days sight draft on Capt. Joseph White for £120 to Nehemiah Ordway & Co. of Amesbury, owners of the Schooner Sarah Salisbury, "for Value he rec'd of Capt. Winthrop True." Dated Barbadoes, Oct. 6, 1749. Witnesses : Jonathan Bagley, Jonathan Barnard, Samuel West. Protested by Reuben Morrill, one of the owners of the Schooner Sarah Salisbury, Nov. 13, 1750, said White being abroad and his wife refusing to honor it.

[82] Note given by Thomas Sanders, of Charles Co., Maryland, planter, to Samuel Barton & Co., merchants of New England, for £28 : 9s : 8d. Gives bonds to amount of £60. Dated Mar. 10, 1749. Witnesses: John Sanders, Jonathan Webb.

Thomas Ringgold's receipt to Capt. Daniel Mackey for sales for account of Joshua Hicks, merchant, in Salem, May 30, 1751. "18 bb^s Syder as lodged in my Ware house whether full or not did not examine. 8 bb^s Mackrell taken same Way. A Parcell of Chairs, Rundletts and Pales & Sugar Boxes left in the same Ware house alledg'd by the Capt. to be 2 Dozⁿ & 4 Chairs, 3 Dozⁿ 2 Gallⁿ Caggs. 113 Gallⁿ Ditto, 2 Dozⁿ 8 Gall Ditto, 9 Dozⁿ and 9 Bucketts, 14 Sugar Boxes, 2 half Bushels 48^{lb} Chocolate & 6 pr Stelyards."

Protest William Start of Ipswich, master of the schooner May Flower, loaded with dry fish, in Ipswich harbor, made declaration that, on Aug. 3, "being well mor'd with two Anchors & well fastned to a stage head with sundry Fasts But by a Strong Gale of Wind in the Night & the Tide was drove so nigh the stage head that when the Tide went out she broke her Fasts & fell over into the Channel by which he supposes some of the Fish to be damaged," Aug. 4, 1752.

[83] Protest. Thomas Kymball of Marblehead, Master of the Ship Prince William, loaded with dry goods from London, made declaration that in Long. 40-50 West & Lat. 43 North on Aug. 20, they "met with a Gale of Wind at E. N. E. in which Time ship't abundance of Water and sprung a Leak so that we were obliged to pump every half Hour and suppose some of the Cargoe to be damaged." Sept. 1, 1752.

"Jamaica, St. James's Aug^t. 3^d, 1749.

S^r I rec'd your Favour & am much obliged to you for your kind Correspondence in giving me an acc^t of the Place you are in. I am Sorry I can't write to your Satisfaction in sending you money. Rich^d Brown who was to have your Land went under Pretence to look at it notwithstanding y^e punctual agreement you made with him for the Land & then would not purchase it I have since that offer'd it to Kimble Booth & several others but have had no Purchasers I am sorry your Health would not admit of your Stay as I had a very good Cargo of Iron come soon after you went from Hence, if you have any Thoughts of coming Back I believe it might be in my Power to recommend you so as to be of great service to you. If you should not have any Thoughts of coming & should your Land remain unsold I doubt not but you'll extend so far in ordering me y^e money I am in advance for you as you are sensible I was to advance for the good Wishes I had for your Health & am

S^r Your hum^{ble} Servant
Ja^s Lawrence."

“Sence my last by Cap^t Jefferson I was speaking about you to [84] M^r Prioliau he say if you have a mind to come over & keep Store he will supply you with what Goods you want which will be a great advantage to you as they have large Quantity from M^r James Crockatt I now consign to them & their Friend Mr. James Crockatt & find they have dealt hitherto with a great Deal of Honour. If you have no Thoughts of going off would advise you to come over for several here that was very poor when you went from Hence are said to be in good Circumstances (Viz^t) Hurlock who livd at Barnetts Book-keeper. I enclose you Thom^s Bulls Indenture who I have sent for his Health & desire you will be as Assistant as you can to him in getting his Health & sending him back again. I have inclosed another Indenture to M^r Benjamin Prescott who is recommended by Cap^t Tucker who is y^e Bearer of this. I am unacquainted with the Gentⁿ but as I am inform’d he trades largely here doubt not but he will have frequent Opportunity’s in getting him over. If he shou’d not hope you will. I wish you all the Satisfaction where you are as you can desire & am

S^r Your Very hum^ble Ser^{vt}

JAMES LAWRENCE.

To M^r Robert Boden at M^r Benj^a Hollowels
merch^t in Boston.”

Thomas Bull’s order on Jeams Lawrence to pay to Sam^l Ropes £94 “for my Board & other Charges.”
Dated, Salem, Sept. 15, 1750.

Deed. Nathaniell Bartlet of Marblehead, innholder, and wife, for £75, to John Turner of Salem, housewright, one sixty-third part of a tract of land granted by the General Court to the Inhabitants of Marblehead lying on Pesumscot river, back of Falmouth and North Yarmouth, in York Co., known by the name of New Marblehead, about 360 acres, consisting of Home Lot No. 17, with all common land belonging to same. [85] Oct. 28, 1747, signed by Nathaniel Bartlet

and wife Jane. Witness: Peter Briggs and Isaac Turner. Acknowledged, at Marblehead, Oct. 30, 1747, before Samuel Lee, Justice of the Peace.

Deed. Thomas Frothingham of Marblehead, gentleman, and wife Tabitha, for £40, to Samuel Turner of Marblehead, joiner, one sixty-third part of New Marblehead in York Co., consisting of Home Lot No. 59, in to first Division, Lot No. 3, in to second Division of Lands, etc., [86] Signed June 1, 1752. Witnesses: John Bayley, Isaac Turner. Acknowledged at Marblehead, June 9, 1752. before Joshua Orne, Justice of the Peace.

Bill of Exchange, dated Marblehead, Aug. 18, 1753. Forty days sight draft by Geo. St. Barbe for £100, on Jonathan Gurnell & Co., merchants, London, to John Barton. Endorsed to William Crook, druggist, in Austin Fryers, London, by John Barton, dated Salem, Sept. 12, 1753.

Protest. James Davis, master of the snow Tartar, 110 tons, made declaration that on Oct. 3, he sailed from Salem for Bilboa with a load of merchantable fish, and on the 7th at 10 o'clock in Lat. 42. 22 " on the Western Part of Brownes Bank, he had a Gale of Wind at West to N. N. West sailing under Mainsail and Foresail at 11 o'clock hal'd up mainsail Scudded under the Foresail, the Gale so strong could not hand the Mainsail the Buntlings & Leese-lings parted & before we could get down the Main Yard the Mainsail blew from the yard, and then we us'd our Endeavours to hand the Foresail but the Gale increas'd to such a violent Degree that parted the Sail from the Yard so that we were obliged to scud under our bare Poles. At two o'clock P. M. we broached too with two men at Helm, with the Helm hard a Weather, the Snow would not ware but lay under Water on her Beam Ends for some considerable time and to secure our Lives, Vessel, & Cargoe was oblig'd to cut away our Mainmast, by w^{ch} we lost our main topsail, main top gallant sail, the whole of our main Shrouds lower & upper & most of the Running Rigging; and when the weather abated the Ves-

sell righted, we try'd the Pumps, found we had considerable Water in the Hold & therefore suppose some of the Cargoe damag'd and was oblig'd by what little Sail we could make to try for the first good Harbour [87] to refit, and arriv'd at Salem Harbour," Oct. 13th. Joseph Motley, mate, and John Smethurst, boatswain, also made oath to the same.

Bill of exchange, dated Halifax, Nova Scotia, Dec. 13, 1752. Thirty days sight draft by William Nesbit, for £30, on Col. Henry Conyngham, New Bond St., London, to Capt. Benjamin Ives. Endorsed by Benj^a Ives. Protested Apr. 18, 1753, at request of Thomas Lane of London, merchant, by William Tudman, notary, and again, on Apr. 27, for want of effects. [88]

Protest. William Hamilton, master of the sloop Mary Ann, made declaration that on Dec. 10, he sailed from New London, with a cargo of grain, and came to anchor in Martha's Vineyard, "at the Harbour called old Town, & there lay fourteen Days with other Vessels waiting Opportunity to come over the Shoals the Wind continuing about W. N. W. & then came over the Shoals in Company with other Vessels & on the 25th had a hard Gale of Wind at S. E. lay too under the Foresail 'till that was torn to pieces then lay too under a balanc'd Mainsail, the Sea making a Breach over us for about Six Hours whereby our Cargoe is considerably damag'd & to refit was oblig'd to make the first Harbour & arriv'd at Marblehead this 26th Day of December." Dec. 27, 1753, William Tripp, mariner, also made oath to the same.

Protest. Benj^a Ober, skipper of the schooner Ipswich, made declaration that on Jan. 21st "a fishing on what [89] is called Cape Ann Ground, We made Sail to come into Harbour but before we could get to the Land a sudden an extream hard Squall or Gale of Wind took us at N. N. W. & split our Foresail, we landed our Sails as soon as we could & let go our Anchor about four mile from Cape Ann Harbour about seven o'clock P. M. rid till ten o'clock that night, then drifted 'till four o'clock next day,

not being able to get in our Cable & Anchor by Reason of Ice; & while we drifted a Sea struck our Starboard Quarter & beat our Chimney to pieces & stove a Chest in the Cabbin & then we saw the land of Cape Codd Distance about two miles the Sea running exceeding high we were oblig'd to cut our Cable for Safety of our Lives & Vessel made Sail & arriv'd in Beverly Harbour the 25th of this instant January," Jan. 26, 1754. Benj^a Ellenwood and Andrew Ellinwood, mariners, also made oath to the same.

Protest. Charles Parker, master of the sloop Dolphin, made declaration that on Mar. 13, he sailed from Massapungo Inlet in Virginia and on Apl. 18, "met with a hard Gale of wind at W. N. W. in Mass^a Bay, within Cape Cod, & a large Sea which wash'd fore & aft, where-by he supposes the Cargoe to be damaged." Apr. 24, 1754. Fortunatus Mayhew, pilot, also made oath to the same.

[90 blank]

[91] Cap^t. William Masury to D. Dandiran

Debtor		Creditor
1754		
Jan. 7, Cash in Ready Money	£1200	1753
Mar. 15. To 15 hhg. of Sugar at £72	£1080 9br	30
	————	By 16 Pipes Wine at
	£2280	£150, £2400.
To an order from Cap ^t . Jos. Peirce	56.2	
Part hyre of a Punt & Negro	36.	
	————	
	£2372 2	
To Cash for the ballance	27 18	

£2400.

This account Thus Settled together Errors Excepted
Surrinam March ye 16th 1754.

D. DANDIRAND.

Protest. Stephen Boy, master of the sloop Boonavendure. "Stephen Liggarel chief Captain, having been left taking Care of what Cargoe was sav'd," made declaration

that on Oct. 3, they sailed from S^t Domingo with 99 hogsheads of molasses, bound for Cape Breton, and on Nov. 13, 1753," the Wind increased to such a Degree at N. N. E. that forc'd the sloop on shore on the Isle of Sables & stove her to pieces whereby we were oblig'd to tarry on the Island all the past Winter; and when the Vessel wreck'd we us'd our Endeavours to save what of the Cargoe we could with the Assistance of the English have sav'd about Sixty Hogs^{ds} which remains there with Cap^t Stephen Leggarel; and on the 30th Day of April was taken of said Island by one John Punchard in a fishing Schooner who put me on board one Jonathan Cook in another fishing Schooner bound direct from said Salem where he arrived the 16th Day of this instant May." May 17, 1754.

[92] Power of attorney given by William Heylager of Beverly, mariner, to Capt. Nathaniel Ingersol of Salem, mariner, to settle all accounts between himself & Cap^t. John Wendall of Boston, merchant, "as well acc^{ts} in his own name, as in Company with his Son deceas^d." Dated Mar. 1, 1754. Witnesses: Robert Roberts and Josiah Orne.

[93] Power of attorney given by Jane Lesbirel, widow of Thomas, formerly of Jersey and late of New England, mariner, to John Shier of Jersey, mariner, to receive from John Touzel of Salem or any others all money due her as widow of sd Lesbirel and guardian of his children. May 25, 1754. Signed and sealed in Jersey "where no stamps are used." Witnesses: James Lampriere, Gideon Vellene-fue. Acknowledged before Tho^s LeBreton, Notary Public.

[94] Letter from William Masury to M^r Dondoron, dated Salem, Dec. 9, 1754. "I gave a Power to Cap^t Morong to receive the Sugars or the Value in Money which I left in your Hands when I last came from Surri-nam (the effects of Cap^t Richard Darby) which I supposed he would have brought home; but as Providence took him from hence & you could not pay it safely to M^r

Ropes (the Mate) I have now given Power to Cap^t Richard Darby the Owner of the Interest to receive the same for which End he has impower'd Cap^t Solomon Davis to receive it, & by his Power to give you a Discharge your Compliance herewith will oblige. P. S. Your acc. under y^r hand I herewith Send 15 hog^d Sugar 1080 Gil^d
part punt hyre 36

Ball^a due 1116 Guilders "

[95] Power of attorney given by William Masury of Salem, mariner, to Capt. Richard Darby of Salem, merchant, to collect from D. F. Donderon or any others owing him in Surinam, especially 1116 Guilders in said Donderon's lands. Dated Dec. 4, 1754. Witnesses: Richard Lee, Josiah Orne. Acknowledged before Joseph Bowditch, Justice of the Peace.

Power of attorney given by Richard Darby of Salem, merchant, to Solomon Davis Jr. of Gloucester, mariner, to collect from M^r Donderon for Cap^t. W^m Masury, dated Jan. 6, 1755. Witnesses: John Crownsheld, Benj^t Herbert.

[96] "S^r: The favour I desire is to be Satisfyed if any of the Family of the Knights belonging to Moulstham in the Parish of Chelmsford in the County of Essex are liveing in Boston in New England and who they have Deputed their Agents in England to act for them by Letter of Attorney. S^r y^r hum Serv^t

Fitz Walter

Aprill y^e 28, 1724."

"M^r Jon^a Dean who had these papers recorded Say the above Letter Came to Cap^t Benj^a Mulberry of Boston from M^r Fitz Walter."

"New England Manchester y^e 16 June 1725
M^r Walter

S^r we have viewed your Letter to Cap^t Mulberry desiring him to enquire after the family of the Knights that

originally came to Boston in New England for w^{ch} we return you hearty thanks. S^r Our great Grandfather M^r William Knight in the beginning of the Settlement of this Country came from Great Brittain to Boston & Settled in The Town of Linn adjoyning to Boston & Died in Linn Leaveing one son & two daughters his son named John our Grandfather went home for England & left one Son in New England John Knight our Father and other Children being all deceased & there is onely remaining three sons & four Daughters of our Father John Knight and Great Grand Children to our Great Grandfather M^r William Knight Concerning our Grandfather M^r John Knight y^t went home for England we are Informed that he Married there & Died wthout Issue in England & have no advice to this day whether he recover'd that Estate that he went to England in Order to Recover or w^t Estate was left by him.

S^r we earnestly request the favour of you to give us advice per Cap^t Mulberry or any other oppertunity for New England Concerning the Estate.

Inheritances belonging to the Knights & we shall take Care to send all proper papers & Records to you as shall be needfull & proper promiseing to make full Satisfaction to you for all your Care Costs & Trouble nought else but am

y^r humble Servant

Jn^o Knight

S^r of all the Letters y^t were Sent to New England we never Saw any but your few Lines to Cap Mulberry."

[97] "Manchester New England Jan^r 22, 1742-3

M^r Flagg Sir according to your desire in your of September the 9 Last I have ritt to you that I John Knights am the eldest son of John Knight, the Carpenter, Deceas^d which was the son of John Knight, y^e mason, w^{ch} was Son of W^m Knight the mason w^{ch} Came from old England with his Family to New England in the first Settlement of this Country in the time of the Persecution in old England and he brought over four Children two Sons & two Daughters the names of the Sons were Francis and John

& y^e Daughters names were Johanny & Mary these Came over with him and in proress of time the two Sons of William Knight returnd to England the said Francis died haveing no Issue and y^e Said John went into England again in the time of the Civill war Listed himself under one Coll^o Blendett in the Service of the Parliament was att abington when Prince Maurice was in the Service but was Lett out by Blandett that he Continued in the Service of the Parliament four years that he then married & Came into New England with his wife where he had five Children three Sons & two Daughters John his Eldest Son william & Joseph Emma & Martha and that he went again to old England a widdower about y^e year 1672 to gett the Estate w^{ch} his father left There he married again & Died there haveing no Issue I have sent a Letter of Denolige to M^r Fitz Walter to prove my Relation and he hath gott the Letter & the Evidence Sworn in the Letter & y^e Evidence names were George Hull & Thom^s Ramitt both deceas^d Cap^t Mulberry brought the Letter from Walter & Carried my Denolige bac to him & Gave them to the said Walter & the said Walter said at the Receiveng the Letter that I was the Heir of the said Estate and said he would Come over & Settle with me (N. B.) here is a Coppy of his Own handwriting of Fitz Walter to me. M^r Flagg, S^r be pleas'd to Send me as Soon as you Can Conveniently your Sentiments of the Case & youl Obleidge

Yours

John Knight."

" Decembr 24, 1742

" M^r Knight.

S^r this is to Acquaint you the Letter of Attorney that you sent to me I could do nothing with itt being Trouble-some times so I thought Propper to Employ an Attorney about itt he wants to know your Pedigree by what authority you Claim how long you have been out of Old England together with other Remarkable transactions that was done by any of your ancestors and others that Livd there to any of w^h M^r Holland Can give no Acc as also whether you had any other Brothers living & where, if

any, your age & whether you are the Eldest or youngest son and so forth tho the Esq may have a full account of all the above yett we Cannot apprehend that he will in any wise own or acknowledge any part thereof further than he is Compel'd thereto I shall shortly make the best Enquiry can be made in the premisses & Expect the Information as soon as you Can Conveniently send so I desire if you please to send the acc of all to me for we Expect to Sail in about a Month or Six weeks time the Copy of this Letter the Attorney had from the Esq

From your humble Servant

W^m Holland.

“ P. S. From on board the Wilmington Hen : Darling Com^d now Lying att Portsmouth ”

[98] Deed. John Knight of Plainfield, Conn., eldest son of John Knight, late of Manchester, Mass., and heir-at-law to a freehold estate in Moulstham, alias Waltham, in the Parish of Chelmsford, Great Britain, which has been in possession of Fitz Walter, Esq., etc., for £100, sells to Jonathan Dean of Plainfield, Conn., his interest and claim in said property, Dec. 31, 1754. Witnesses : William Williams, Miriam Kile. Acknowledged at Plainfield, Conn., Jan. 1, 1755, before John Smith, Justice of the Peace. Tho^s Fitch, Governor of Conn., certifies to said Smith's qualification as Justice, by Geo. Willys, secretary, Jan. 14, 1755.

[99] Bond. John Knight of Plainfield, Conn., to Jonathan Dean of Plainfield, who also has power of attorney from him, Knight “ to execute a more full or ample deed of conveyance if demanded by said Dean.” Dated, Dec. 31, 1754.

Protest. Samuel Allen, master of the schooner Rainbow of Manchester, [100] against loss and damage to schooner or cargo. Dated Mar. 3, 1756.

Indenture, Feb. 1, 1755, between Thomas Hill and Capt. John Hilton, said Hill to put his son Stephen as apprentice to said Hilton for 9 years, to learn navigation. Witness : Pollard Edmondson.

M^r W^m Hylegers new Acc^t Curr^t with John Wendell.

Dr		
1755	To ball ^a of his old acc ^t Settled	£82 9.10 1/4
July	To Cash p ^d Cap ^t Fuller for a Hh ^d Mol ^a old Short to M ^r Lillie	7 7. 8
	To £26.13.4 omitted charging for the Sloop Young Williams entry	26 13. 4
	To a bad Debt contracted w ^t Jn ^o Stuart	4 17. 2 1/4
	To Interest of my Money several years	6 13. 4
		<hr/>
		£128. 1. 4 1/2
		Cr.
	By ball ^a Sloop Williams after acc ^t	9. 4. 0
	By n ^t proceeds Sundries w ^{ch} remain of his Effects as p ^r acc ^t Sales rendred	16 18 4 3/4
	By Cash of Cap ^t Ingersol od times	58 16 11 3/4
	By one T ^s Sugar of Cap ^t Ingersol	15 6.
	By Cap ^t Ingersol's Note on Mef ^{rs} Greenleaf accepted to pay me y ^e ball ^a	27 16
		<hr/>
		£128. 1. 4 1/2

Boston Aug^t 6th 1756

Errors Excepted,

Ⓢ John Wendell.

John Wendell's receipt to Capt. Nathaniel Ingersoll for order on Stephen & W^m Greenleaf, for £27 : 16s. "which is in full of all acc^{ts} with M^r W^m Hyleger of the Island of St. Eustatia, except a parcel of Oak Boards remaining in his Hands w^{ch} he is to deliver to my order." Witness: Stephen Greenleaf.

[101] Shipped by Eleazer Dean, jun^r of Salem, on the sloop Ann, Thomas Gwinn, master, now in the harbor of Swansey, bound for Barbados, "an Iron-grey Gelding about fourteen Hands & an half high with a White Starr in his forehead bought of Nathan Green of Narragansett," to be delivered to Edward Long, merchant there, "Freight

free with Primage and average." Dated Swansey, Oct. 28, 1752.

Protest. Capt. David Masury, late master of sloop Victory, about 90 tons, Bezaleel Toppan, owner, made declaration that on Dec. 14, he sailed from Salem with 8 hands, with cargo of fish and lumber for St. Eustatia, West Indies, "but by reason of Currents and contrary Winds they fell to Leward of St. Eustatia," Jan. 9, in Lat. 18 about noon "they discovered a Sloop bearing down upon Them which they made Sail from as fast as they could, notwithstanding which before Night She came up with them, after firing several Shot at them (there being no possible way of Escape) They Struck to her, She being a French Privateer Sloop Comanded by one Powell Mouststrong of about 150 Tons with eight Carriage & 20 Swivel Guns and about 150 Men, the s^d Privateer took out s^d Declarant the mate & one man more from s^d Sloop and put on board s^d Sloop Victory Six or Seven of their own Men & went with both Vessels to S Thomas's a Danish Island Where they took out the Cargo from s^d Sloop and sent it away in other Vessels some to the windward and some to the Leward French Ports (as they understood) s^d Privateer also plundered & Striped s^d Sloop Victory of good part of her Sails & Riging and after a few Days sayled on another Cruise leaving s^d Sloop at an Anchor in S^t Thomas's Harbour and this Declarant [102] further saith that not being able to fit out s^d Sloop & to bring her away he sold s^d Sloop unto one Lucas De Went for an hundred and Seventy Pounds Sterling eight Pounds of which he received in Cash and the remainder in a Bill of Exchange drawn in favour of s^d Declarant on M^r Ter Borch, Merch^t in Amsterdam, which he is ready to acc^t for either to the Insurers or the former Owner of s^d Sloop and Cargo, and this Declarant Saith that on the Second of April inst^t he took his Passage from S^t Thomas's with Cap^t Israel Lovett & arrived at Salem y^e 24th." Apr. 25, 1757. Thomas Ropes and Charles Brown, two of the mariners, made oath to the same.

(To be continued.)

MATTHEW WOODWELL OF SALEM, MASS.,
AND HIS DESCENDANTS.

BY W. H. WOODWELL OF CARLSBAD, NEW MEXICO.

The name Woodwell is occasionally spelled Woodell or Woodwill on the early records, and no doubt was confused at times with Wardwell. It is distinct from the latter, and probably not derived from the same origin. Woodwell, it is believed, came from "Woodwail" or "Woodwail," an old English name for the whippoorwill. The name Woodwell, continues to exist in England, though it is by no means a common one.

The first person of this name in America was Matthew Woodwell, who settled in Salem, in the Colony of Massachusetts Bay, prior to 1660, and who was probably the ancestor of all the Woodwells in the United States.

1 Matthew Woodwell was born in England between 1620 and 1630, and established a home in Salem between the years 1650 and 1660. It appears from the Essex Registry of Deeds that John Ruck of Salem, merchant, conveyed to Matthew Woodwell, land adjoining South river, August 8, 1660, and again August 19, 1663. A small house was built upon this two-acre lot in 1660, and in 1691, when Matthew Woodwell died, this house came into the possession of his son, Matthew.

He was first mentioned as a seaman, and was a brick-maker in 1663. He died in 1691, leaving a wife Mary, who was named in his will of December 28, 1690, proved June 30, following. His estate was appraised at 180 pounds sterling.

Children, all born in Salem :

2 SAMUEL, b. Oct. 3, 1659.

3 MARY, b. Dec. 3, 1661; d. in infancy.

- 4 JOSHUA, b. Dec. 3, 1661; d. in 1701.
- 5 JOHN, b. May 9, 1665.
- 6 MARY, b. Oct. 26, 1667.
- 7 MATTHEW, b. Oct. 4, 1668; d. 1701-1702, leaving a wife Ann, who administered on his estate.
- 8 MARGARET, b. June 4, 1671; m. John Robinson of Salem, June 18, 1694.
- 9 ELIZABETH, b. May 5, 1674. She was a witness in the witchcraft trial of Giles Cory in 1692.
- 10 DORCAS, b. about 1676; m. Stephen Chapman, Nov. 5, 1707, and had Margaret and Mary.
- 11 LYDIA, bapt. May, 1685; d. Oct. 25, 1686.

2 Samuel Woodwell, born in Salem, Oct. 3, 1659. He was mentioned as a glover in 1689, when he purchased land from Thomas Maule, and in 1695 was the owner of a brick-kiln, possibly succeeding his father in that business. He was one of the proprietors of the common lands in Salem. He married Thomasine Stacy, daughter of Thomas and Susannah Stacy, about 1684, and died Dec. 15, 1697, leaving a widow and eight children, all born in Salem.

Children :

- 12 SAMUEL, b. Jan. 14, 1685.
- 13 JOHN, b. July 2, 1687. Had: Mary, bapt. Nov. 3, 1706; but wife's name is unknown.
- 14 GIDEON, b. Jan. 30, 1688; m. Mary Tongue, in Boston, June 1, 1713.
- 15 JOSEPH, b. Sept. 25, 1690.
- 16 BENJAMIN, b. Dec. 28, 1691.
- 17 JONATHAN, b. April 5, 1693.
- 18 ELIZABETH, b. 1695; m. Paul Langford, at Boston, Dec. 4, 1716. Had: Elizabeth, b. Jan. 10, 1719, who was probably published with Robert Bond, Dec. 5, 1746.
- 19 DAVID, b. Nov. 17, 1697.

5 John Woodwell, born May 9, 1665; married Elizabeth Stacy, daughter of Thomas and Susannah Stacy. He was called a glover in 1693, when he purchased land and a house from Mary Williams and Benjamin Marston. This was the house occupied by Roger Williams prior to his banishment, and was later sold by John Woodwell to Elizur Keysor.

He was administrator of the estate of his brother, Joshua, in 1702. His wife, Elizabeth, was baptized in the First Church, Salem, May 2, 1697.

12 Samuel Woodwell, born in Salem, Jan. 14, 1685; married Elizabeth Carrell (or Carrill), April 16, 1715. On Oct. 3, 1731, he transferred his membership from the First Church, Salem, to the church at Hopkinton, Mass. Later he probably went to Hopkinton, New Hampshire, as the records of the first meeting of the grantees of that town, held Feb. 14, 1736, show that several persons, including Samuel Woodwell, were granted an equal lot in the new township upon payment of five pounds each.

Children, all born in Salem :

20 ELIZABETH, bapt. Feb. 1, 1719.

21 MARY, bapt. July 2, 1721.

22 SAMUEL, bapt. June 28, 1724.

15 Joseph Woodwell, born Sept. 25, 1690. He was married by Rev. Cotton Mather to Sarah Clarke, widow of Josiah Clarke of Bridgewater, May 26, 1720. She was probably a second wife, as the record of births, Boston, shows that his son, Joseph, was born in 1713. He was a witness to the will of Dr. Increase Mather, dated at Boston, Jan. 4, 1719.

Children :

23 JOSEPH, b. Jan. 16, 1713.

16 Benjamin Woodwell, born Dec. 28, 1691. He married Alice Johnson, daughter of Isaac and Alice (Taylor) Johnson of Charlestown, Nov. 1, 1715. He was a sailor, and died of small-pox, Jan. 17, 1721 or 1722, leaving a widow and three children.

Children, born in Charlestown :

24 ALICE, bapt. June 8, 1718; m. Samuel Griffin, Nov. 30, 1738.

25 GIDRON, bapt. Oct. 9, 1720.

26 ELIZABETH, bapt. Sept. 30, 1722.

17 Jonathan Woodwell, born April 5, 1693. He was a mariner. He married Priscilla Stacy, daughter of William Stacy, Dec. 24, 1715, and was administrator of the estate of his father-in-law in 1723. He was a member of the First Church, Salem. He died in 1737.

Children, all born in Salem :

- 27 JOHN, b. Nov. 22, 1719.
- 28 JOSEPH, b. July 22, 1722.
- 29 JONATHAN, b. Aug. 7, 1726.
- 30 STACY, b. Jan. 19, 1729.

19 David Woodwell, born Nov. 17, 1697. He was a member of the company commanded by Col. Thomas Westbrook, from July to December, 1722, raised for the defence of the frontier. From August, 1723, to November, 1724, he was enrolled in the company of Lieut. James Armstrong. He moved to Hopkinton, Mass., about 1730, and in 1737 was one of the original proprietors of Hopkinton, New Hampshire. There he built a block-house, known as Woodwell's garrison. His name is signed to a petition, dated Oct. 27, 1757, asking for an act of incorporation for the town. He was a charter member of the First Church, Hopkinton, N. H., and was elected deacon in 1760. His wife Mary died in prison at Quebec, where she had been taken by Indians.

Children :

- 31 THOMASINE, b. Jan. 28, 1728-29.
- 32 MARY, b. April 30, 1730.
- 33 BENJAMIN, b. Dec. 4, 1735. He was probably a Revolutionary soldier in the company of Stephen Kent of Essex County, Mass.
- 34 LYDIA, b. June 13, 1739.
- 35 THOMAS, b. Oct. 19, 1741.
- 36 DAVID.

25 Gideon Woodwell, born in Charlestown, Mass. was baptized Oct. 9, 1720. He was left an orphan when two years old, and was taken to Newbury at the age of eight. In 1744-1746 he was enrolled in the company of Col. Gerrish, and took part in the expedition under com-

mand of William Pepperell, which captured Louisburg. He was First Lieutenant of a company in the regiment of Col. Jonathan Bagley, stationed at Fort William Henry on Lake George in 1756. During the summer of that year he was commissioned by Gov. Shirley, then commander in chief of the British forces in North America, and placed in charge of the ship-carpenters, who built three sloops and several hundred whale-boats for the transportation of troops and supplies to Ticonderoga. He was two years in this service. In 1757 he was enrolled in the "Alarum list of Foot Company in Newbury of which Joseph Coffin is Captain."

He was captain of a company of men from Newbury who marched to Cambridge on the alarm of April 19, 1775, and remained there for six days, when they returned to Newbury with leave.

He established the Woodwell shipyard about 1762, and from that year to 1773 built fifty-two vessels. The yard was closed during the Revolution, and from 1783 to 1790 ten vessels were built, his son John and son-in-law Enoch Hale being associated with him.

He married, first, Hannah —, who died July 20, 1772; and second, Ruth Goodwin, on July 31, 1781. He died August 24, 1790, and is buried on Old Burying Hill, Newburyport.

Children, all born in Newbury:

- 37 ELIZABETH, b. March 26, 1740; m. Nathaniel Hunt, Aug. 26, 1760. He was with Capt. Gideon Woodwell at Fort William Henry and at Crown Point.
- 38 HANNAH, b. Oct. 3, 1743; d. Feb. 26, 1794.
- 39 ALICE, b. Nov. 5, 1746; d. March 15, 1816.
- 40 SARAH, b. Oct., 1748.
- 41 GIDEON, b. Aug. 24, 1750.
- 42 JOHN, b. Feb. 7, 1752.
- 43 ESTHER, b. May 28, 1754.
- 44 ABIGAIL, b. May 28, 1754; m. Jonathan Pearson, jr., Nov. 2, 1779. He was a Revolutionary soldier in the company of Capt. Richard Titcomb.
- 45 MARY, bapt. Feb. 19, 1758.
- 46 ISAAC, bapt. June 29, 1760.
- 47 LYDIA, bapt. July 25, 1762; living in 1840.
- 48 JACOB, b. April 30, 1764.

27 John Woodwell, born in Salem, Nov. 22, 1719. He married Elizabeth —, and had four children, all born in Salem and baptized in the First Church.

Children :

49 ELIZABETH, b. 1742.

50 MARY, b. 1743-1744.

51 PRISCILLA, bapt. Oct. 13, 1745. She possibly married Jonathan Glover, Nov. 28, 1763.

52 JOHN, bapt. Feb. 4, 1749-50.

32 Mary Woodwell, daughter of David Woodwell, born at Hopkinton, Mass., April 30, 1730. She was captured by the Indians April 22, 1746, and taken by them to Canada, where she was held a prisoner for three years, when her liberty was purchased with funds raised by her father in several New England towns. An account of her capture is given in the histories of New Hampshire by Sanborn, McClintock, and Belknap. She married, first, Jesse Corbett, in 1755, and they had two children. Her husband was drowned in attempting to swim the Warner river; and she married, second, Jeremiah Fowler, by whom she had five children. She died at Canterbury, N. H., Oct. 3, 1829, in her one hundredth year.

Children :

53 JOSIAH CORBETT, born about 1756. He was in the company of Captain Joshua Bayley at Bennington, Vt., his company being enlisted about July 20, 1777; later he was enrolled in the company of Captain John Hale, Col. Henry Gerrish's regiment, called out to reinforce General Gates. He and his family joined the Shaker society at Enfield in 1792, and his son Thomas became a famous Shaker physician.

54 JESSE CORBETT.

55 JONATHAN FOWLER, b. April 11, 1764. He was a deacon and prominent member of the First Baptist Church, Hopkinton, N. H. He m. Hannah Eastman in 1784, and they had eleven children. He d. in 1840, æ. 76.

56 — FOWLER.

57 — FOWLER.

58 — FOWLER.

59 — FOWLER.

40 Sarah Woodwell, born in Newbury, October —, 1748. She married John Stickney, son of Caleb and Sarah (Titcomb) Stickney, about 1770. He was a cabinet maker, surveyor of lumber, and clerk of the market. He was held in high esteem as a citizen and honored with public offices. She died Feb. 11, 1800, and he died June 1, 1828.

Children, born in Newbury :

- 60 JACOB, b. July 28, 1774; d. Jan. 20, 1866. He was a man of strict integrity, and was elected for sixty-seven consecutive years to offices of trust. Beginning with his 21st year, he took the official oath 223 times. He m. Betsey Pike, July 7, 1796, and had Sally, Betsey, John Fernald (b. Nov. 4, 1801, and d. 1902), William, Jacob, Mary Ann, Caleb, Emily, and Fanny.
- 61 GIDEON WOODWELL, b. Sept. 28, 1775; d. in Calais, Me., March 28, 1862. He was a merchant, and m. Lydia Lunt Oct. 25, 1798. Had: Sarah, Gideon, Lydia, Gideon, Mary, Jane and Lavinia.
- 62 JOHN, b. Nov. 23, 1777; d. June 4, 1800.
- 63 SARAH, b. Aug. 31, 1780; d. Feb. 13, 1794.
- 64 CALEB, b. Feb. 23, 1786; d. May 9, 1811.
- 65 ENOCH, b. Dec. 20, 1789; d. Sept. 7, 1855. A merchant. He m. Sarah Knapp, and had: Edward S., William Wyer, Sarah E.

41 Gideon Woodwell, Junior, born in Newbury, August 24, 1750. He was one of a party of seventeen men who captured the British ship "Friends," off Plum Island in 1776. He served in the navy during the Revolution and War of 1812. In early life he learned the trade of ship-carpenter from his father, and in 1797 he helped build the frigate Constitution. In 1812, when that famous vessel made her escape from a British fleet, he was on board as ship-carpenter.

He married Sally Bray of Newburyport, Dec. 3, 1775, and she died in 1824, aged 71 years. He died June 21, 1840, aged 90 years.

Children, born in Newbury :

- 66 GIDEON, b. 1776; d. May 10, 1797, while in the navy.
- 67 BENJAMIN, b. 1778. He was carpenter's mate in the navy, and d. May 8, 1801.

- 68 JACOB.
 69 POLLY, b. 1785.
 70 BETSEY, b. Aug. 9, 1789; m. Abner Pearson, March 4, 1810. Had, born in Newbury: (1) Betsey, b. Dec. 31, 1811; m. David Junkins, 1831, and moved to Portsmouth, N. H. They had six children: George P., W. Wallace, Albert R., Edwin D., Mrs. John Carter, and Mrs. Emma L. Manent. Betsey Junkins died June 30, 1900. (2) Abner Warner. (3) George Phippin. (4) Stephen Burdett. (5) Mary Frost, b. July 4, 1821. (6) Harriet Eliza; married a Wheelock.
 71 SUSANNA; m. Stephen Burdett, Nov. 13, 1808.
 72 SALLY.
 73 — ("Mrs. Robinson").

42 John Woodwell, son of Captain Gideon Woodwell, born in Newbury, Mass., Feb. 7, 1752. He was associated with his father and Enoch Hale in carrying on the industry of shipbuilding, under the firm name of "Woodwell & Hale." The yard was unoccupied for a few years after the death of Captain Gideon Woodwell. During this time John Woodwell built a few vessels on the Kennebec River, near Bath, Maine.

At the beginning of the 19th century he and his sons, John, David and Gideon, re-established the business in Newbury. From the year 1800 to 1853 they built nearly one hundred vessels, varying in size from 50 to 300 tons register. In 1799, John, and his brother Gideon, had a contract to build half a war vessel for the government, William Cross building the other half.

He married, first, Mercy Beal, April 26, 1774; she was the mother of his first four children. She died Nov. 28, 1782, and he married, second, Elizabeth Titcomb, Nov. 14, 1784, by whom he had three sons. He died Feb. 12, 1822.

Children, all born in Newbury:

- 74 JOHN, b. Sept. 20, 1776; d. in infancy.
 75 MERCY, b. May 4, 1777.
 76 HANNAH, b. Nov. 7, 1779; m. Benjamin Goodwin, Nov. 7, 1799. and d. Dec. 20, 1800.
 77 ELIZABETH, b. Nov. 20, 1782; d. Jan. 4, 1786.
 78 JOHN, b. Nov. 13, 1786.
 79 DAVID, b. Feb. 17, 1788.
 80 GIDEON, b. Dec. 15, 1790.

43 Esther Woodwell, born in Newbury, May 28, 1754. She married John Shackford, and removed to Eastport, Maine, about 1786. Their first three children were born in Newbury and the others at Eastport. Three children reached the age of 87 years.*

Children :

- 81 JOHN, b. July 1, 1782; d. 1869.
- 82 WILLIAM, b. Nov. 23, 1783; d. March 28, 1870.
- 83 SAMUEL, b. June 22, 1785; d. Aug. 21, 1786.
- 84 SAMUEL, b. Sept. 28, 1786; d. Aug. 31, 1820. He served in the U. S. Navy.
- 85 JACOB, b. Jan. 28, 1790; d. June 19, 1869.
- 86 HANNAH, b. May 17, 1791.
- 87 ESTHER, b. May 21, 1793; d. Aug. 30, 1880.
- 88 SARAH, b. Feb. 23, 1795; d. March 23, 1846.
- 89 GIDEON, b. Dec. 5, 1796; d. July 16, 1799.
- 90 JEREMIAH, b. Aug. 31, 1798; d. Sept. 13, 1800.

45 Mary Woodwell, daughter of Captain Gideon Woodwell, born in Newbury, 1758. She married Enoch Hale, son of Samuel and Elizabeth (Pettengill) Hale, October 25, 1781. He was born Dec. 10, 1757, and was a descendant of Thomas Hale, who was prominent in the early history of Newbury.

Enoch Hale served in the Revolutionary army, and was a shipbuilder associated with Captain Gideon Woodwell. He died Nov. 10, 1825; his wife Mary died Sept. 7, 1807.

Children, all born in Newbury :

- 91 POLLY, b. Oct. 21, 1782; d. in infancy.
- 92 BENJAMIN WOODWELL, b. May 17, 1785; m. Eunice Goodwin, Jan. 2, 1810. He served in the Mass. Legislature in 1838-1839, and was a Justice of the Peace at Newburyport.

*Judge Samuel Shackford of Winnetka, Ill., was a grandson of Esther Woodwell and John Shackford. He was born in Eastport, Maine, Feb. 22, 1821, and died Dec. 19, 1908, in his eighty-eighth year. During his young manhood he was a sea captain in the coasting trade, removing to Chicago in 1853, where he engaged in the commission business. After the great fire of 1871 he moved to Winnetka, where he was prominent in public affairs, serving numerous terms as alderman, as member of the board of county commissioners, and of the board of education, and was police magistrate twelve years. He married Mary M. Tinkham of Portland, Maine, in 1851, and they had several children and grandchildren. His wife died in 1906.

- 93 POLLY, b. Feb. 18, 1787; d. unm., Oct. 11, 1853.
 94 HANNAH WOODWELL, b. March 19, 1789; d. unm., Dec. 29, 1872.
 95 ALICE, b. May 26, 1791; d. unm., May 28, 1828.
 96 ENOCH, b. March 1, 1793; m. Eliza Lunt, April 27, 1817. He served in the Mass. Legislature, 1845-1850, and held public offices in Newburyport. He was a fish dealer.
 97 WILLIAM, b. March 19, 1796; m. Elizabeth Goodwin, Jan. 10, 1819. He was a wood and coal dealer.
 98 SAMUEL, b. March 31, 1798; m. Dorcas Lunt, Aug. 15, 1824. He was a coal dealer.
 99 DAVID, b. Dec. 4, 1800; m. Hannah Lunt, May 10, 1827. He was a grain merchant, and living in 1875.
 100 ISAAC, b. Feb. 17, 1803; d. unm., Feb. 17, 1872. He was a grain merchant, in partnership with his brother David.

48 Jacob Woodwell, born in Newbury, April 30, 1764. He married, first, Sarah Davis, March 20, 1798. She was born March 23, 1767, and died Feb. 20, 1814. He married, second, Mrs. Lydia Willett, June 15, 1816. He died May 16, 1834.

Children, born in Newbury :

- 101 SARAH DAVIS, b. Feb. 19, 1799-1800; d. Apr. 9, 1877.
 102 JOHN STICKNEY, b. Jan. 25, 1802; d. April 6, 1836.
 103 MARTHA DAVIS, b. June 15, 1805; d. Dec. 20, 1813.
 104 CALEB STICKNEY, b. July 15, 1807.

49 Elizabeth Woodwell, daughter of John Woodwell of Salem, born in 1742. She married Benjamin Babbidge of Salem, a mariner, a son of Captain John Babbidge, Oct. 21, 1762.

Children, all born in Salem :

- 105 ELIZABETH BABBIDGE, b. 1763; m. 1st, William Cotten, July 27, 1788. He was a mariner and d. in Java in 1791. She m. 2d, Thomas Williams, a mariner, Nov. 12, 1797; she d. May 6, 1811.
 106 BENJAMIN BABBIDGE, b. 1765. He sailed as master of a ship in 1811, and was never heard from. In 1793 he m. Mary Phippen of Salem, and had: John Phippen and Mary Adelaide.

- 107 JOHN BABBIDGE, b. June, 1767. He was one of the firm of Hawkes & Babbidge, shipbuilders. He d. March 26, 1860, aged 93 years. He m. Sarah Becket of Salem in 1789, and had: John, William, Benjamin, Sarah, Nancy, Elizabeth, Charles, Lydia, Mary, Charles and Susanna Archer.
- 108 SUSANNA BABBIDGE, b. 1769; m. Col. Samuel Archer, 3d, of Salem, June 23, 1789, and d. Nov. 25, 1807.

50 Mary Woodwell, daughter of John Woodwell of Salem, born 1743-44. She married Samuel Archer, jr., Aug. 31, 1762, and lived in Salem. He was a merchant and a descendant of Samuel Archer who took the free-man's oath on Oct. 19, 1630. She died Aug. 31, 1812, the fiftieth anniversary of her wedding-day.

Children, all born in Salem :

- 109 SAMUEL ARCHER, b. Jan. 25, 1763; m. Sarah Woodbury of Salem, Nov. 16, 1788, and had: John Woodwell, Samuel H.
- 110 JOHN WOODWELL ARCHER, b. Apr. 1, 1765; d. Feb. 7, 1782.
- 111 WILLIAM ARCHER, b. April 2, 1767.
- 112 GEORGE ARCHER, b. April 27, 1773; d. Aug. 2, 1790.
- 113 MARY ARCHER, b. April 1, 1776; d. Sept. 29, 1796.
- 114 NATHANIEL ARCHER, b. March 1, 1779; d. Aug. 8, 1780.
- 115 ELIZABETH ARCHER, b. July 9, 1783; d. Dec. 2, 1802.

68 Jacob Woodwell, son of Gideon Woodwell, jr., was born in Newbury about 1780. He had a son, Jacob, jr., who worked in the Woodwell shipyard in 1818. The Newbury records show: "Achsa Woodwell, wife of Jacob, died March 25, 1823."

Child:

- 116 JACOB.*

69 Polly Woodwell, daughter of Gideon Woodwell, jr., was born in 1785. She married Nicholas Lattime, Sept. 28, 1806. He was born at Port le Brean, France, and left an orphan at an early age. He ran away to sea and was brought to Newbury on a vessel from that port. He was a mariner and was drowned at sea Jan. 19, 1822, when about 45 years of age. She died Jan. 20, 1866.

*We do not have record proof of this line but it is probably correct.

Children, born in Newbury :

- 117 JAMES, b. 1808; d. Dec. 3, 1870. Had: George, James Henry, Mary Julia and Lizzie.
- 118 NICHOLAS, b. 1810; d. March 3, 1900. He m. — Wheeler, and had: Stephen Decatur, Nicholas, Clinton Preble, Hartwell Leroy, Sarah, Aldis Warren, George Whitfield, Mary Abbie.
- 119 GIDEON WOODWELL, b. March 15, 1814; d. May 29, 1893. He m. Lydia Hunt, dau. of Nathaniel Hunt and Mercy (Woodwell) Hunt, Nov., 1836, and had: Mary Woodwell, Gideon Woodwell, Andrew Leach, Benjamin Hunt, Lydia Mary, Charles, Hannah Leach, Harriet Ann, Emma Louisa, Frederick Augustus, Frank Lewis.
- 120 POLLY, b. Sept. 10, 1816; d. Oct. 13, 1819.

75 Mercy Woodwell, daughter of John Woodwell, born in Newbury, May 4, 1777; married Nathaniel B. Hunt, Feb. 25, 1796. He was born Nov. 20, 1770, and died Sept. 14, 1842, aged 72 years. She died April 17, 1849 at the same age. They had thirteen children, all of whom married, and whose average age was 67 1-2 years.

Children :

- 121 ELIZABETH W., b. March 27, 1797; m. John Hughes, and d. April 5, 1874.
- 122 NATHANIEL, b. Dec. 20, 1798; m. Mary P. Clark, March 18, 1821, and d. June 6, 1860. He was a master mariner.
- 123 BENJAMIN G., b. Dec. 31, 1799; m. 1st, Sarah A. Haslett, Nov. 14, 1827; 2d, Hannah J. Thurlow, 1838, and 3d, Caroline A. Lunt (Bailey, Disney), July 5, 1870. He was a shipwright, and d. Jan. 13, 1888.
- 124 JOHN W., b. Sept. 22, 1803; m. Martha Burns, and d. June 2, 1882. He was a shipwright.
- 125 ISAAC J., b. June 20, 1805; m. Mary J. Platte, Sept. 27, 1829, and d. Nov. 27, 1876. He was a shipwright.
- 126 DAVID W., b. May 20, 1807; m. Elizabeth Brackett, Oct. 25, 1829, and d. Feb. 24, 1886.
- 127 GIDEON W., b. July 16, 1809; m. Mary W. Brown, Feb. 5, 1834, and d. May 10, 1867.
- 28 MERCY B., b. June 10, 1811; m. Benjamin Russell, Dec., 1835, and d. Feb. 27, 1841.
- 29 WILLIAM, b. July 15, 1813; m. Eliza Leach, and d. April 12, 1878. He was a ship joiner and carpenter.

- 130 HANNAH, b. Aug. 3, 1815; m. Andrew Leach, Aug. 24, 1840, and d. Feb. 8, 1901.
- 131 LYDIA, b. June 20, 1817; m. Gideon W. Lattime, Nov., 1836, and d. July 18, 1903.
- 132 MARY W., b. June 21, 1820; m. John Fenno, and d. Sept. 6, 1852.
- 133 CHARLES W. T., b. July 12, 1825; m. Frances J. Emery, Nov. 25, 1856, and d. April 3, 1887. He was a shipjoiner and ship carpenter.

78 John Woodwell, junior, born Nov. 13, 1786. He was a shipbuilder, associated first with his father, and later with his brothers David and Gideon. For a number of years he was Captain of militia; in 1812-1814 his company being enrolled in Lt. Col. Ebenezer Hale's regiment. Upon the incorporation of Newburyport as a city in 1852, he was a member of the first Common Council, Hon. Caleb Cushing being the first mayor. He also held the offices of surveyor of lumber and overseer of the poor several terms.

He married, first, Mary Lunt, Dec. 26, 1815; she died July 22, 1818. He married, second, Nancy Denny of Warner, Mass., Aug. 19, 1820. His third wife was Sarah Ann Tappan, a widow with one son, Joseph Tappan. They were married Jan. 25, 1841, and he died April 13, 1861, at the age of 75 years.

Children, born in Newbury:

- 134 JOHN TITCOMB, b. 1817; d. Sept. 11, 1818.
- 135 JOHN, b. about 1825.
- 136 NANCY DENNY, b. May 7, 1821.
- 137 GEORGE W., b. July 1, 1828.
- 138 WILLIAM, b. 1842; d. in infancy.
- 139 WILLIAM TITCOMB, b. 1845; d. 1868.

79 David Woodwell, grandson of Captain Gideon Woodwell, born in Newbury, Feb. 17, 1788. He was a ship carpenter and shipbuilder all his life. He married Joanna Cook Atkinson, daughter of Michael Atkinson, of Newbury, and a descendent of John Atkinson who was born in Boston about 1639, and who settled in Newbury in 1662. Sarah Mirick, wife of John Atkinson, is said to

142 MATTHEW WOODWELL OF SALEM, MASS.,

have been descended from a long line of Welsh kings. He died Jan. 27, 1857.

Children, all born in Newbury:

- 140 DAVID TITCOMB, b. Oct. 7, 1820.
141 ELIZABETH ANN, b. May 30, 1822; m. Daniel G. Tilton, June 22, 1843. He was a grocer, and kept store on Federal street, Newburyport, continuously from 1835 till 1901, dying when nearly 84 years of age. They had three sons and five daughters. She d. Sept. 16, 1862.
142 JOSEPH ATKINSON, b. Aug. 14, 1824.
143 FANNY DENNY, b. Sept. 22, 1826; d. unm., March, 1905.
144 CHARLES HENRY, b. March 18, 1828.
145 BENJAMIN ATKINSON, b. Sept. 24, 1830, and d. at sea in 1884. He was a mariner. He enlisted in the Union Army, being a member of Co. F., Fourth Mass. Cavalry. He m. Hannah Small.
146 GEORGE EDWARD, b. Sept. 20, 1833; d. May, 1887. He was a journalist and in 1876 was night editor of the Chicago Tribune. He m. Martha Ellen Strout, and had: Charles. He also married a second time.
147 MICHAEL TITCOMB, b. Feb. 16, 1838; d. Oct. 17, 1838.
148 ALBERT AUGUSTUS, b. Apr. 27, 1840; m. Mary Haskell, and had: Albert, who died when about 25 years of age. He was a mariner and served in the Navy during the Civil War. He d. Dec. 2, 1871.

80 Gideon Woodwell, son of John Woodwell, born Dec. 15, 1790. He was a shipbuilder with his brothers John and David; was a skillful and industrious mechanic and drew most of the plans for the vessels they built. In 1827 the three brothers built the Parker River Bridge in Newbury.

He married Lucretia Baker, daughter of Robert Baker of Manchester, Mass., Jan. 6, 1822. He died March 22, 1871.

Children, all born in Newbury:

- 149 ROBERT BAKER, b. Nov. 7, 1822.
150 GIDEON, b. Dec. 11, 1823; d. May 30, 1824.
151 GIDEON, b. Sept. 11, 1825.

- 152 LUCRETIA BAKER, b. Sept. 24, 1828; m. Albert Little Woodman, March 2, 1854, and had: Charles Albert, b. Dec. 26, 1854, d. Sept. 5, 1855; and Lizzie May, b. Oct. 11, 1856.
- 153 ELIZABETH TITCOMB, b. April 6, 1832; d. Aug. 7, 1849.
- 154 LUCY BAKER, b. Nov. 3, 1833; d. Dec. 26, 1852.

104 Caleb Stickney Woodwell, born July 15, 1807. He was the son of Jacob Woodwell, and married Hannah Floyd, probably about 1830.

Children, born in Newbury :

- 155 CALEB S., JR. He was a farmer, and was killed in a railroad accident, April, 1881. Had 3 chn. who d. young.
- 156 HANNAH JANE, m. Walter S. Keysor, Sept. 17, 1859, and d. in Buenos Ayres, South America, about 1882.
- 157 LEWIS F., b. May 7, 1840; d. Jan. 4, 1880. He was a shoemaker, and lived in Newburyport. He m. Kate S.—, and had: (1) Kate G., b. July 22, 1869; d. April 22, 1908. (2) William E., b. Dec. 6, 1866, and now lives in Newburyport.
- 158 EDWARD F., b. 1842; drowned at sea in 1863.
- 159 HORACE D. Was last heard from in Buenos Ayres, South America.

116 Jacob Woodwell, Jr., born about 1800. He married Sally, or Sarah Proctor. She died in Newburyport, March, 1861.

Children, born in Newbury :

- 160 JACOB AMBROSE, b. Aug., 1825, or 1826.
- 161 MARY JANE, m. James Noyes, a farmer, and lived in Newbury. She d. in 1898, leaving children and grandchildren.

135 John Woodwell, 3rd, born about 1825. He was associated with his cousin, Joseph A. Woodwell, in the express business for twenty-five years, the firm name being John Woodwell & Co. He was alderman from Ward Two in 1879-1880, and also served in the State Legislature. He married Miriam —.

Children :

- 162 A son, who d. in infancy.
- 163 MIRIAM ADELAIDE, m. Charles Thurlow of Newburyport, and had 6 chn.

136 Nancy D. Woodwell, born May 7, 1821; died in Memphis, Tenn., Sept. 2, 1904. She married Horace Plumer, who was born in Newbury, April 26, 1821, and who died in Evansville, Ind., Jan. 30, 1860.

He was a lawyer, located first at Bolivar, Tenn., and later at Evansville, where he practiced law up to the time of his death. Their first child was born at Bolivar, and the other two at Evansville.

Children :

- 164 GEORGIA W., b. Feb. 22, 1846; m. John Denny Colby, Nov. 5, 1866, and had: (1) John D., b. July 28, 1867; d. Sept. 30, 1867. (2) John D., b. July 31, 1868; d. Dec. 11, 1885. (3) Nannie D., b. Apr. 18, 1870; d. Sept. 23, 1890. (4) Georgianna P., b. Jan. 8, 1872; d. Oct. 2, 1885; (5) Horace P., b. Oct. 4, 1873; m. Laura J. Plumer, and had, Laura Jane Plumer Colby, b. May 29, 1909. (6) Morrill, b. Aug. 22, 1875; d. Aug. 13, 1890; (7) Clarence, b. Mar. 1, 1878; m. Elizabeth Irene Clarke, Oct. 1, 1907, and had: Elizabeth Irene, b. June 28, 1909. (8) Mary, b. May 20, 1882. (9) Jane P., b. May 20, 1884. (10) Albert P., b. April 24, 1886. (11) Mehitable T., b. June 16, 1888.
- 165 JANE PLUMER, b. Feb. 8, 1852; d. March 21, 1887.
- 166 HORACE PLUMER, b. Aug. 12, 1859; d. Dec. 31, 1897.

137 George W. Woodwell, son of Captain John Woodwell, was born July 1, 1828. He learned the trade of ship-carpenter, working in the Woodwell yard. For some years he was engaged in farming in Newbury, and later was proprietor of the City Hotel, Newburyport. He was one of the overseers of the poor for that city about fifteen years, being chairman of the board several terms. He served two terms in the Massachusetts State Legislature (1867-1868).

He married Elizabeth Chicken, and died March 3, 1905.

Children :

- 167 JOHN, d. in infancy.
- 168 JOHN, d. in infancy.
- 169 CHARLES, d. æ. abt. 20 y.
- 170 GEORGE W. Was one of the life saving crew at the Plum Island station for several years, and died in 1906.

140 David Titcomb Woodwell, born in Newbury Oct. 7, 1820. He learned the trade of ship-carpenter, working in the Woodwell yard several years. He made a number of trips to sea in fishing vessels, and was for a few years a master mariner. Later he engaged in the hardware business in Market square, Newburyport, dealing especially in ship chandlery. He was also part owner and manager of a number of vessels.

He held numerous public offices in the city, being several times elected common councilman and alderman, was city assessor, a member of the school board for six years, and was agent of the board. He served two terms each in the State Legislature and Senate. He was also a director of the Public Library, a director of the Ocean National Bank and the Five Cents Savings Bank.

He married Mary Newman Haskell in 1843; she was a daughter of Captain Jacob Haskell, and a descendant of William Haskell, one of the first settlers of Gloucester. He died Nov. 27, 1884.

Children, born in Newbury and Newburyport :

- 171 WILLIAM HASKELL, b. Sept. 9, 1844.
- 172 LOUIS EUGENE, b. Apr. 11, 1847.
- 173 DAVID EDWARD, b. March 31, 1849.
- 174 ELBRIDGE GALE, b. August 29, 1853.
- 175 FRANK ARCHER, b. August 30, 1858.
- 176 ANNA EUNICE, b. Dec. 19, 1860; d. April 24, 1863.
- 177 HERBERT NEWMAN, b. Nov. 16, 1865.
- 178 MARY LOISE, b. Dec. 2, 1867.

142 Joseph Atkinson Woodwell, born August 14, 1824. In early life he made a few trips to sea, and later was in the express business with his cousin John Woodwell. He was alderman from Ward One in 1878. He married Hannah D. Newcomb of Wellfleet, Mass., Nov. 19, 1848, and in 1908 they celebrated the sixtieth anniversary of their wedding. He died Dec. 1, 1909, in Newburyport.

Children, born in Newburyport :

- 179 EMMIE LOUISE, b. Aug. 19, 1849; m. Charles E. Hale. Had:
(1) Charles E. W. Hale, b. Feb. 24, 1882; (2) Joseph W. L. Hale, b. Aug. 30, 1886.

180 ELBRIDGE GALE, b. June 23, 1851; d. March 27, 1852.

181 ELIZABETH TITCOMB, b. Feb. 19, 1856; d. July 8, 1864.

182 MARY HASKELL, b. April 3, 1861; m. George E. Carter, Dec. 5, 1885.

183 FLORENCE AMELIA, b. June 24, 1868; d. Jan. 6, 1875.

144 Charles Henry Woodwell, born March 18, 1828. He was a journalist; was connected with several Boston papers, and at the time of his death was one of the proprietors and editor of the Worcester (Mass.) Gazette. During the Civil War he enlisted in the Fifth Mass. Infantry, and later went south as war correspondent for the Boston Post. He held offices in the Boston Press Club, Boston Printers' Union, Massachusetts Editors and Publishers' Association, and the Franklin Typographical Society, and was a member of the Masonic order.

He married Lois Constant Haskell, a sister of his brother David's wife. He died in 1871.

Child:

184 ANNA EUNICE, b. Oct. 8, 1854; d. April 21, 1857.

149 Robert Baker Woodwell, born in Newbury, Nov. 7, 1822. He worked in the Woodwell shipyard from his early manhood until the business was discontinued in 1852. Later he removed to East Boston, working at his trade on many famous vessels at that place and in Charlestown. He married Lucy Jane Wells, daughter of Samuel W. Wells of Newbury, June 7, 1848. He died at East Boston, May 19, 1905, his widow dying the following year.

Children:

185 ELIZABETH TITCOMB, b. Sept. 15, 1849; d. Dec. 22, 1849.

186 SAMUEL WILLIAMS, b. May 18, 1851; d. Aug. 18, 1881.

187 LUCY ELIZABETH, b. April 1, 1853. She is a teacher in the public schools, East Boston, Mass.

151 Gideon Woodwell, Junior, born Sept. 11, 1825. He also worked in the Woodwell shipyard, learning the trade under his father's tuition. When the business was discontinued he moved to Lynn, where he found

employment with other shipbuilders. Later he worked in the Charlestown Navy Yard, where he was stricken with apoplexy in his sixtieth year.

He married Eunice Adams Thurlow, daughter of Captain Joseph L. Thurlow of Newbury, November 28, 1850, and died Oct. 15, 1884.

Children :

188 JOHN BAKER, b. Sept. 22, 1855; d. May 31, 1859.

189 RUTH ADAMS, b. Aug. 27, 1865. She is a teacher of music and elocution, and in 1908 was one of the faculty of Carleton College, Farmington, Missouri.

160 Jacob Ambrose Woodwell, born in 1825 or 1826. He married Viola Felt, who lived but a few years after their marriage. He married, second, Caroline Smith Masters, daughter of Charles Masters of Newburyport, August 4, 1856, and they removed to Norwalk, Ohio. He died July 5, 1872.

Children, born in Norwalk, Ohio :

190 GEORGE MASTERS, b. May 13, 1857. He is now (1909) Superintendent of Schools, Princeton, Maine.

191 IDA CAROLINE, b. Aug. 28, 1859; d. July, 1868.

171 William Haskell Woodwell, born in Newbury, Sept. 9, 1844. He graduated from Bowdoin College in 1869, and from the Andover Theological Seminary a few years later, and is a Congregational clergyman. He married Martha Haskell, daughter of Ezra and Emily (Haskell) Haskell, March 19, 1873.

Children :

192 JULIAN ERNEST, b. Jan. 7, 1874.

193 EVA CECILIA, b. March 2, 1878; Mt. Holyoke College, 1900.

194 WILLIAM HERBERT, b. May 5, 1881.

195 ARCHER ROSCOE, b. May 23, 1883. He is employed in the U. S. Geological Survey at Washington, D. C.

196 CAROLUS SYLVESTER, b. Feb. 9, 1889. Now (1909) a student at Columbia University.

172 Louis Eugene Woodwell, born April 11, 1847. For a number of years he was engaged in farming at West Newbury, Mass. He married Ruth Lunt, Aug. 18, 1870.

Children :

197 MARY ALICE, b. Aug. 18, 1873; m. George E. Nicklas, July 16, 1902. Had: Ruth, born June 10, 1907.

198 EMMA LOISE, b. May 4, 1878; m. Arthur J. Foster, Aug. 8, 1903.

199 LOUIS BROWN, b. April 6, 1886; d. Aug. 15, 1908.

173 David Edward Woodwell, born March 31, 1849. He has been engaged in farming and fruit growing in California and at Sunnyside, Washington. He married Julia Smith, Feb. 8, 1881.

Children, two who died in infancy, and :

200 ARTHUR HOWARD, b. Dec. 1, 1881. He is a mining engineer.

201 MABEL FLORENCE, b. April 20, 1886.

202 LENA TITCOMB, b. May 9, 1891.

174 Elbridge Gale Woodwell, born August 29, 1853. He is a banker in Newburyport, and has been connected with the Ocean National Bank and the Merchants National Bank successively for forty years.

He married Florence Sargent, August 3, 1876.

Children, two who died in infancy, and :

203 FEROLINE, b. Sept. 10, 1887; m. James Swenson, Feb. 24, 1908.

175 Frank Archer Woodwell, born August 30, 1858. He is a druggist at Newburyport. He married Annie MacLaren, Jan. 1, 1883.

Child, born in Newburyport :

204 FLORENCE, b. April 11, 1886.

177 Herbert Newman Woodwell, born Nov. 16, 1865. He began to work for the Towle Silver Manufacturing Co. at an early age, and learned the various branches of the manufacture, designing and engraving of silverware. He was one of the organizers of the Newburyport

Silver Co., and at the time of his death was one of its managers.

He married Frances Noyes, Sept. 30, 1895, and died Feb. 18, 1907.

Children, born in Newburyport :

205 DAVID NEWMAN, b. July 9, 1897; d. March 19, 1899.

206 ROLAND HORTON, b. May 16, 1900.

192 Julian Ernest Woodwell, born at Wells, Maine, Jan. 7, 1874. He graduated from the Massachusetts Institute of Technology in 1896, and is a mechanical and electrical engineer. He was for ten years in the government service at Washington, D. C., from which position he resigned to engage in business in New York City as consulting engineer. He married Edith L. Washburn, Sept. 14, 1897.

Children, born in Washington, D. C. :

207 ETHEL GLADYS, b. Aug. 21, 1898.

208 THORNTON LESTER, b. Jan. 14, 1901.

209 DAVID TITCOMB, b. Feb. 12, 1906.

194 William Herbert Woodwell, born at Pahala, Hawaii, May 5, 1881. He graduated from Tabor Academy, Marion, Mass., in 1898, and from the Law Department of George Washington University in 1906. He was city attorney, Sapulpa, Okla., in 1907-1908, and is now practicing law at Carlsbad, New Mexico. He married Eva May Higbee, July 31, 1907.

Child, born at Alamogordo, New Mexico :

210 ARCHER GIDEON, b. Oct. 17, 1908.

RECORDS OF THE VICE-ADMIRALTY COURT
AT HALIFAX, NOVA SCOTIA.

THE CONDEMNATION OF PRIZES AND RECAPTURES OF THE
REVOLUTION AND THE WAR OF 1812.

(Continued from Vol. XLVI, page 80.)

CHA^S FAWCETT (83), ship, J. Colburn, master, captured Sept. 6, 1812 by *Emulous*. Restored on payment of costs.

CHARLOTTA (419), ship, 208 tons, B. Ellstrom, master, Landserona to Rhode Island, captured Oct. 11, 1813 by *Comet*. Cargo: iron, steel, glass, linen and other merchandize. Restored.

CHARLOTTE (606), brig, 176 tons, Ezekiel Allen, master, Antiqua to Port Glasgow, recaptured Aug. 31, 1814 by *Wasp*. Cargo: 42 punch^s, 116 tierces, 27 bbls. sugar, 2 hhds. & 17 punch^s rum, 20 hhds., 33 tierces coffee and 20 punch^s molasses.

CHASE (125), schr., 98 tons, S. York, master, Portland to Norfolk, captured Dec. 9, 1812 by *Liverpool Packet* (privateer). Cargo: lumber.

CHESAPEAKE (241), frigate, [James] Lawrence, master, 36 guns and 380 men, from Boston, cruising, captured June 1, 1813 by *Shannon*.

CHILI (452), ship, 260 tons, R. Gardner, master, Nantucket, on her return from a whaling voyage, captured Dec. 2, 1813 by *Nimrod* and *Albion*. Cargo: 500 bbls. sperm oil and 500 bbls. flour, the flour was taken out of a sloop by the *Nimrod* and put on board the *Chili*.

CHRISTIANA (246), brig, 132 tons, C. Finlay, master, in possession of a privateer called the Teazer, captured June 16, 1813 by Borer and Wasp. Cargo: lumber. Vessel restored.

CIDA DE DE LEIRIA (554), brig, 230 tons, J. J. Claudio, master, Lisbon to Boston, captured June 26, 1814 by Fantome. Cargo: wool, salt, wine, juniper berries, 25 merino sheep. Taken into St. John's, N. B. Cargo restored.

CLARA (513), schr., J. Newman, master, captured May 23, 1814 by Niemen.

COD HOOK (699), ship, recaptured bet. 1st and 30th Sept., 1814 by a conjunct military & naval force. Taken into Castine.

COLUMBIA (134), schr., 87 tons, S. T. Wheldon, master, Richmond to Boston, captured Dec. 18, 1812 by Liverpool Packet (privateer). Cargo: flour and tobacco.

COLUMBIA (227), schr., 39 tons, D. Carleton, master, Penobscot to Martinique, captured May 10, 1813 by Rattler. Cargo: lumber and potatoes. Taken into New Brunswick.

COLUMBIA (212), brig, 98 tons, S. Holland, master, Savannah to Boston, captured May 15, 1813 by Sir John Sherbrooke (privateer). Cargo: 173 bales cotton and a quantity of reeds.

COMET (690), schr., 66 tons, Eben Cushman, master, New Bedford to Elizabeth City, captured Jan. 13, 1815 by Rolla (privateer). Cargo: 1000 bushels salt and 3 boxes merchandize. Taken into Liverpool.

COMMERCE (262), brig, 185 tons, T. Collinck, master, Philadelphia to Gottenburg, captured May 30, 1813 by Spartan, Statira and Martin, Cargo: 498 bales cotton and 3000 staves.

COMMERCE (545), brig, 195 tons, James Ives, master, Liverpool to Halifax, recaptured May 2, 1814 by Superb. Cargo : dry goods, hardware and cordage.

COMMODORE BARRY (201), sloop, 25 tons, cruising, captured July 19, 1812, by Spartan and Maidstone. Taken into St. Johns, N. B.

CONCORDIA (55), ship, A. Adams, master, from Liverpool, captured Aug. 4, 1812, by squadron. Restored on payment of costs.

CONDEDOS ARCOS (601), ship, 210 tons, T. de Mello, master, Bahia to New Haven, captured Aug. 20, 1814, by Saturn, Forth and Loire. Cargo, 100 chests tea, 50 cases sugar, 6000 arabos of fustic, and 90 chests sheet iron. Restored.

CONSOLATION (178), sloop, 70 tons, David Joy, master, New York to Nantucket, captured April 15, 1813, by Liverpool Packet (privateer). Cargo, 200 bbls. flour, 1 pipe gin, 1 hhd. tobacco, 6 d° salt, and 15 bbls. pork.

CONSTELLATION (548) schr., W. Barnes, master, captured July 8, 1814, by Retaliation (privateer). Taken into Liverpool.

CORDELIA (13), brig, 197 tons, Jos^h Kilby, master, Figuera to Boston, captured July 16, 1812, by Emulous.

COSSAC (182), schr. (privateer), Jn^o Upton, master, from Salem, cruising, captured Apr. 4, 1812, by Emulous.

CRANBERRY (187), schr., cut out of Bass Harbour, captured —, 1813, by Rattler and Bream. Cargo : beef, pork, and other articles taken from on board a vessel that was not seaworthy. Taken into New Brunswick.

CUBA (245), ship, 176 tons, Ge^o Thomas, master, New-haven to Portland, captured June 6, 1813, by Dart (privateer). Cargo : 1600 bbls. flour. Taken into New Brunswick.

CURLEW (27), brig (privateer), 278 tons, W^m Wyer, master, from Boston, cruising, captured July 24, 1812, by Acasta. Cargo: guns, ammunition and provisions. Taken into possession for the use of the King's service.

CYNTHIA (675), schr., 95 tons, Sam^l Cross, master, New York to New Providence, captured Dec. 2, 1814, by Rolla (privateer). Cargo: rye, grain, flour, lumber, cotton wool, juniper berries, &c.

DAEDALUS (623), schr., Joseph Myrrick, master, Port au Prince to New York, captured Sept. 18, 1814, by Niemen. Cargo: coffee.

DALKARLEN (577), brig, 224 tons, Johan Magnus Berg, master, Amsterdam to Boston, captured Aug. 5, 1814, by Leander. Cargo: iron and steel. Restored.

DANTZIC (496), brig, J. Reid, master, Bath to Bermuda, captured May 9, 1814, by Fantome. Cargo: lumber, boards, staves and shingles. Taken into St. Johns, N. B.

DART (356), schr., W. Glover, master, Boston to Portland, captured Aug. 9, 1813, by Broke (privateer). Cargo: flour, rye, coffee and corn.

DEBORAH (390), schr., 41 tons, H. Snow, master, Chassit to Saco, captured Sept. 1, 1813, by Dart (privateer). Cargo: some corn, little salt, and a few apples. Taken into New Brunswick.

DEFIANCE (184), schr., 113 tons, T. Altham, master, Castine to Boston, captured Mar. 31, 1813, by Bream. Cargo: cordwood. Taken into New Brunswick.

DEFIANCE (502), schr., S. Marshal, master, captured May 19, 1814, by Shannon (privateer). Taken into Liverpool.

DEFIANCE (172), sloop, 104 tons, T. J. Farrow, master, Wiscasset to New York, captured Apr. 4, 1813, by Liverpool Packet (privateer). Cargo: spars, oaks, timber and lumber.

DEFIANCE (542), sloop, 62 tons, E. Sterling, master, captured June 3, 1814, in a harbour of New Haven by the boats of the Liverpool Packet (privateer). Cargo: 400 bbls. flour, 2 doz. chairs and a waggon.

DEFIANCE (581), sloop, 46 tons, Mulford Howes, master, Chatham to a fishery, captured Aug. 3, 1814, by Live-ly (privateer). Cargo: salt and fishing stores. Taken into Liverpool.

DEFIANCE (573), sloop, E. Sterling, master, captured —, 1814, by Superb and Sylph.

DELAWARE (578), schr., 79 tons, Joseph Merrihew, master, Wilmington to Cuba, captured Aug. 2, 1814, by Acasta and Menelaus. Cargo: 546 bbls. fine flour, 39 kegs crackers, 6 half bbls. flour and 60 boxes soap.

DEL CARMEN (260), schr., J. Ivinada, master, New York to Havannah, captured June 14, 1813, by Spartan, Statira and Martin. Cargo: 405 boxes soap. Restored.

DELPHIN (231), brig. A. C. De Selvia, master, New York to Oporto, captured May 19, 1813, by La Hogue. Cargo: corn, rye, beef, pork and candles. Restored.

DESLESDERNIER (536), schr., J. Shackford, master, Boston to St. Andrews, captured June 22, 1814, by Tenedos. Part of cargo restored.

DIAMOND (383), brig, 229 tons, A. McLelland, master, Antigua to Portland, captured Aug. 16, 1813, by Fly (privateer). Cargo: 143 puncheons molasses. Restored.

DIANA (90), ship, A. Wilson, master, Jamaica to Glasgow, recaptured Sept. 20, 1812, by San Domingo.

DIANA (565), sloop, 69 tons, W^m Paynter, master, Philadelphia to Havannah, captured July 19, 1814, by Acasta. Cargo: 480 bbls. flour.

DIOMEDE (206), brig, 233 tons, J. Bruce, master, Salem to Manilla, captured May 10, 1813, by Nymphe and La Hogue. Cargo: redwood, indigo, sugar, tea, oil and ships' blocks.

DIOMEDE (510), schr. (privateer), 150 tons, Jn^o Crown-inshield, master, 33 men and 3 long 12 pounders, from Salem, cruising, captured May 28, 1814, by Rifleman. Cargo: 6 or 7 trunks of goods taken out of a British vessel, the Cod Hook.

DISPATCH (175), brig, 168 tons, H. Bancroft, master, Boston to Cadiz, captured Apr. 16, 1813, by La Hogue. Cargo: 5650 bushels corn and 60 bbls. rye flour. Restored.

DISPATCH (430), brig, J. Thompson, master, recaptured Oct. 25, 1813, by Albion.

DIVINA PASTORA (381), ship, 385 tons, J. G. Colado, master, Havannah to New York, captured Sept. 1, 1813, by Statira. Cargo: hides, sugar, molasses and coffee.

DOLPHIN (38), schr. (privateer), 26 tons, John Woodberry, master, from Portsmouth, cruising, captured Aug. 12, 1812, by Earl of Moira. Cargo: guns, ammunition and provisions.

DOLPHIN (41), schr. (privateer), 43 tons, W^m Dyer, master, from Boston, cruising, captured Aug. 13, 1812, by Colibrie and Maidstone. Cargo: guns, ammunition and provisions.

DOLPHIN (362), schr., 67 tons, R. O. Bean, master, Portland to Boston, captured July 29, 1813, by Dart (privateer). Cargo: cordwood. Taken into New Brunswick.

DOLPHIN (653), schr., 28 tons, Stephen Thomson, master, Boston to Bath, U. S., captured Oct. 22, 1814, by Lunenburg (privateer). Cargo: 23 bars iron. Taken into Lunenburg.

DOLPHIN (382), sloop, E. Johnston, master, captured Aug. 16, 1813, by Fly (privateer).

DOMINICA (540), schr., F^s Beaufew, master, captured May 22, 1814, by Dotterell, Majestic and Morgiana. Cargo : 15 casks claret wine, 23 hhds. tobacco, 80 tierces rice, 4 cases musquets, 11 cheese, some rosin and black varnish.

DON CARLOS (337), schr., 118 tons, P. Miguel, master, Boston to Halifax, captured Aug. 12, 1813, by Weazel (privateer). Cargo: flour and shooks. Restored.

DORIS (79), ship, 202 tons, S. Chamberlain, master, Londonderry to Philadelphia, captured Aug. 28, 1812, by Nynphe. Cargo: ballast.

DOVE (135), schr., 77 tons, W^m Rogers, master, Philadelphia to Gloster, captured Dec. 17, 1812, by Liverpool Packet (privateer). Cargo : Indian corn.

DOVE (485), schr., Benjⁿ Barber, master, captured Nov. 27, 1813, by Martin. Taken into St. Johns, N. B.

DOVE (614), schr., 31 tons, D. Gorham, master, New York to Rhode Island, captured Aug. 28, 1814, by Lively (privateer). Cargo : 575 bushels corn and 15 bbls. flour. Taken into Liverpool.

DOVE (634), schr., 24 tons, John Proctor, master, near Salem, fishing, captured Sept. 21, 1814 by Lunenburg (privateer). Cargo: 1 bbl. oil and some green fish.

DRAKE (424), sloop, 89 tons, R. Middlebrook, master, Newbury to New York, captured Sept. 2, 1813 by Belvidera. Cargo: 99 bbls. rosin and 7 bbls. spirits and turpentine. Vessel burnt.

DROMO (613), schr., 27 tons, J. Parker, master, from Yarmouth, fishing, captured Sept. 2, 1814 by Lively (privateer). Cargo: salt, fish and fishing stores. Taken into Liverpool.

DUCK (214), ship, T. Selly, master, Waterford to Newfoundland, recaptured May 18, 1813 by Bold. Cargo: provisions.

EAGLE (664), schr., 70 tons, captured in Long Island Sound, Oct. 17, 1814 by Narcissus and Dispatch. Cargo: 8 guns mounted and 6 casks pistol stocks.

EASTERN STAR (56), ship, 217 tons, Sam^l Medcalf, master, Corrunna to New York, captured Aug. 17, 1812 by Africa. Cargo: ballast and \$21,813.

ECLIPSE (570), sloop, captured July 10, 1814 in the harbour of the Chesapeake, the tobacco taken out of store houses and vessels sailing under the American flag which were burnt. Captured July 2, 1814 by Albion, Dragon, Acasta, Loire, Severn, Narcissus, Jaseur and St. Lawrence, 33 hhds. tobacco. Captured July 10, 1814 by Albion, Dragon, Loire, Severn, Jaseur and St. Lawrence, sundry dry goods.

ECONOMY (123), brig, 80 tons, R. Homes, master, Alexandria to Boston, captured Nov. 18, 1812 by Liverpool Packet (privateer). Cargo: flour, corn and segars.

EDWARD (409), brig, J. Garrison, master, recaptured, —, 1813 by Fantome.

EDWARD & HIRAM (120), schr., 108 tons, E. Raymond, master, Nantucket to Kennebeck, captured Nov. 10, 1812 by Liverpool Packet (privateer). Cargo: leather, cheese, &c.

ELEANOR (75), schr., 66 tons, T. Atkin, master, Porto Rico to New Haven, captured July 31, 1812 by Africa and Shannon. Cargo: 47 casks rum.

ELIPSE, PEACOCK, MADISON (626), schrs., captured, bet. Aug. 1 and 31, 1814, in the Potomack and Patuxent rivers, by a conjunct expedition of naval and military force. Cargo: 510 hhds. tobacco.

ELIZA (158), brig, 105 tons, — Resquil, master, St. Kitts to London, recaptured, Mar. 31, 1813 by La Hogue. Cargo : rum.

ELIZA (136), schr., 90 tons, P. Joy, master, Philadelphia to Boston, captured Dec. 30, 1812 by Liverpool Packet (privateer). Cargo : flour, leather and gin.

ELIZA (34), schr., S. Roberts, master, recaptured —, 1812 by Chub.

ELIZA (541), schr., 100 tons, B. Driggs, master, Wilmington to Halifax, captured July 1, 1814 by Armide and Endymion. Cargo : flour and tar.

ELIZA (566), schr., 41 tons, Ab^m Merrit, master, New York to East Port, captured July 3, 1814 by Rifleman. Cargo : 1500 bushels corn. Taken into St. Johns, N. B.

ELIZA ANN (669), sloop— Hogg, master, New Bedford to New York, captured Oct. 31, 1814 by Minerva (privateer). Cargo : Indian corn. Taken into Liverpool.

ELIZABETH (371), brig., A. Halson, master, recaptured Aug. 26, 1813 by Shelbourne.

ELIZABETH (374), sloop, at anchor back of Moose Island, captured Aug. 25, 1813 by star (privateer). In ballast, no papers of any kind or people on board.

ELLEN (288), brig., Ja^s Asken, master, St. Bartholomews to Portland, captured July 7, 1813 by La Hogue. Cargo : 280 hhds. molasses. Restored.

ELVIRA (404), sloop, captured Sept. 19, 1813 by Orpheus.

EMELINE (467), sloop, 44 tons, O. Adams, master, New York to Rhode Island, captured Dec. 13, 1813 by Rover, Valiant, Statira and Loup Cervier. Cargo : 240 bbls. flour.

EMPEROR (210), schr., North Carolina to Boston, captured May 10, 1813 by Ramilies and Orpheus. Cargo: Indian corn.

ENDEAVOUR (359), sloop, 104 tons, N. Stover, master, Castine to Boston, captured Aug. 17, 1813 by Curlew and Nymphe. Cargo: corn and wood. Wrecked by coming into H^x harbor.

ENIGHETON (586), brig, 180 tons, Swedish, J. A. Doltz, master, St. Andrews to Philadelphia, captured Aug. 7, 1814 by Niemen. Cargo: plaister paris and hardware.

ENTERPRISE (4), brig, 193 tons, F. Bourne, master, St. Ubes to New York, captured July 7, 1812 by Ringdove. Cargo: salt.

ENTERPRISE (218), schr., 225 tons, T. A. Morgan, master, 4 guns and 100 men, from Salem, cruising, captured May 21, 1813 by Tenedos and Curlew.

ENTERPRISE (457), schr., J. Plumpley, master, Boston to Philadelphia, captured Dec. 8, 1813 by Wolverine (privateer). Cargo: salt. Taken into Liverpool.

ENTERPRISE (463), schr., 119 tons, R. Stevens, master, Boston to Bath, captured Dec. 16, 1813 by Shannon (privateer). Cargo: ballast. Taken into Liverpool.

ENTERPRISE (608), schr., 26 tons, Barnstable to Washington, captured Aug. 30, 1814 by Niemen. Cargo: 400 bushels salt and 4 bbls. glauber salts.

EPOSY MINA (372), schr., J. D. Olagubel, master, La Guira to New York, captured Aug. 26, 1813 by Statira. Cargo: hides and indigo.

ERIE (576), schr., 76 tons, John Hearn, master, Havannah to Baltimore, captured Dec. 11, 1813 by Sophie. Cargo: sugar and coffee, this cargo was unladen in the Chesapeake and afterwards sent to Bermuda, the vessel was employed in the Chesapeake as a tender to his Majesty's squadron

ESPERANZO (487), schr., 70 tons, J. Massa, master, Porto Rico to New London, captured Mar. 29, 1813 by Belvidera. Cargo: coffee, hides, cocoa and hats. Restored.

EUNICE (249), schr., 139 tons, A. R. Riggs, master, St. Ubes to Boston, captured June 18, 1813 by Wasp. Cargo: salt.

EUNICE (523), sloop, 57 tons, Eb^r Hill, master, N. Yarmouth to Boston, captured June 10, 1814 by Shannon (privateer). Cargo: cordwood. Taken into Liverpool.

EUPHEMIA (370), schr., 90 tons, J. D. Maria, master, Havannah, to Boston, captured Aug. 27, 1813 by Majestic. Cargo: copper and logwood.

EX BASHAW (535), sloop, M. Robinson, master, captured June 23, 1814 by Bulwark.

EXPEDITION (185), sch., 125 tons, A. Brooks, master, Boston to East Port, captured Apr. 11, 1813 by Rattler and Emulous. Cargo: gin, tobacco, flour, meal, wine and sundry other articles. Taken into St. Johns.

EXPERIMENT (503), schr., 40 tons, Z. Lovell, master, Barnstable to New York, captured May 13, 1814 by Bulwark. Cargo: fish and oil.

EXPERIMENT (270), sloop, J. Boardman, master, Machias to Portsmouth, captured June 24, 1813 by Dart (Privateer). Cargo: coffee and sundry articles. Taken into New Brunswick.

EXPERIMENT (689), sloop, 91 tons, Peter C. Myrick, master, New York to Nantucket, captured Jan. 21, 1815 by Lunenburg (privateer). Cargo: flour, corn, oats, butter, candles, &c. Taken into Lunenburg. Restored.

FABIUS (85), ship, 460 tons, J. Manson, master, Amelia Isl^d to Portsmouth, captured Sept. 6, 1812 by Shannon. The cargo claimed as being the property of British subjects was restored to the claimant.

(To be continued.)

GROVELAND LOCALITIES AND PLACE-NAMES.

COMPILED IN 1854 BY ALFRED POORE, M. D.

AQUEDUCTS. There are a few short ones in Groveland. One from the spring on the corporation which supplies water for Rev. B. Morse and J. V. Rogers; one from a spring in the hill by Peabody's corner which gives water to Seth Kimball and D. M. Felch, and Rev. Dr. Perry has one in his pasture on the north side of Hardy's hill. P. Hopkinson also has one in his pasture on the south side of Hutchins' hill.

ARGILLA SWAMP is a meadow with low land north of the county road through which Trout brook passes. We know not why it is called by this name.

ARTHUR'S SEAT is a place in Novelty Squid where Arthur P. Hardy, the basketmaker, lived a few years, but afterwards removed his house to the street and lived on Capt. J. Tenny's land, a little east from a point opposite John Colby's residence.

ATWOOD'S COURT is situated between the houses of Aaron Atwood and Ardis Walsh on Main street.

BAILEY MEADOW, so called by William Balch since his father bought it of Samuel Bailey, belonged to Ezra Rolf, whose daughter Mary married Samuel Bailey, and is situated east of Seven Star street and near J. B. Little street.

BARE HILL is situated east of Moses Adams' house, and is the most southern peak of the high land between Bare Hill and Seven Star streets. It was so named because it was not covered with wood in the first settlement of the town.

BARE HILL STREET, laid out about 1775, extends from Burbank's corner by the westerly side of Bare hill to Hale's corner.

BASKING PLACE, so called, is by a bound stone, between Holmes' rock and Federal City, on the old road.

BEAVER BROOK rises near the upper parish church in West Newbury, runs through the meadow and Crane Neck pond in a southeasterly direction to Newbury line, then on the line between West Newbury and Newbury about one mile, and crosses the Groveland line at the bound stone where the three towns meet. Thence in Groveland it runs southwesterly about 75 rods through Crane meadows and empties into Parker river near the Gunning rocks. It is also said the beaver dammed Trout brook southwest of King street.

BOXFORD ROAD. That street from Factory corner near Peabody's corner and the westerly side of Johnson's pond was formerly the main road from East Bradford to West Boxford, but since the new one by Burns' was made, nearly all travelers go that way.

BOYNTON'S CORNER, where King and County streets cross, and where Enoch Harriman now lives, was so called because Samuel Boynton and his son Eliphalet, quakers, lived there at one time.

BRIDLE PATHS. These may be seen in the pine woods and other parts of the town, most of them now made wide enough to haul out wood with any wagon.

BROAD STREET extends from Main street, near Charles Wallingford's house, across Seven Star street to Query corner on Main street. It was laid out over the Tenny lot in 1853, and from Seven Star street to Query corner.

BROWN ISLAND ROAD is a narrow, crooked old way from Hale's corner to Crane Neck road in West Newbury, extending to the West Newbury line, 1 61-320 miles, without a single house ever having been built on it. It was

called by this name on account of the upland on the south side of this road being called Brown island, meadows surrounding on all sides.

BUMPERS is a rocky tract of land on the border of Georgetown, west of Federal City, where the boys of Groveland have been in the habit of gathering nuts. Some suppose that a man by this name lived or owned land near there, and others think the name came on account of its being very rocky land.

BURBANK'S CORNER, at Thomas Burbank's, where Industry street and County road meet.

BURBANK'S DISTRICT, so called, on account of the schoolhouse being near the old Burbank place. The first house was placed on Bare Hill road, opposite M. Adams' house, where it stood until about 1796, when it was removed to the field north of the county road, about 15 rods northeast of Burbank's corner. There it stood until 1833, when it was sold to W. N. Chase and the present house built on the common, where it now stands at the beginning of Industry street.

BURBANK'S LANE is a passage from Main street to the old settlement where the late Maj. Samuel Burbank lived. Sometimes it is called Pecker's lane, because B. C. Pecker lived there some years.

BUTTON WOOD VALLEY, so called, sometimes by those who lived on King street, was the valley near the Congregational church. It received its name on account of the common and street below it being ornamented with this noble tree, but this species (*Platanus Occidentalis*) of the plane tree has been infected with some unaccountable disease at different times since it has been cultivated in this part of the country. In 1842, as in England and Scotland in 1809-14, the infection began to show, since which many have decayed so that the sight of them is not so agreeable, and most of them have been removed, and elm, maple and other trees substituted.

BUZZEL'S BRIDGE is the name of a small bridge over Trout brook, on County road.

BYFIELD STREET is the way from Hale's corner past E. S. Noyes' to the parish, which is composed of a part of Newbury and a part of Georgetown called Byfield.

CANNON HILL is situated on High street, 75 rods from Foster's corner. This elevation is so called because here is placed a piece of ordnance with which the young patriots on that rising ground wake up the drowsy conservatives of the valley at an early hour on the annual return of our glorious day of Independence.

CEMETERY. This place of burial is north of Main street with an entrance between William and William S. Balch's residences. The old part was given to the parish by Dea. Ezekiel Jewett. An enlargement was first made on the westerly and northerly sides in 1838 and in 1852 another enlargement was made on the northerly side.

CHAIN FERRY. This way of conveyance over the Merimac was established by Capt. B. Parker, Peter Parker, Capt. D. Mitchell and Sylvanus Hardy. After that Dr. J. Spofford and Dr. B. Parker became owners of a part of Capt. B. Parker's share. Ferrying commenced Apr. 28, 1826. Charles, son of Capt. Mitchel was ferryman the first years. The ordinary length of time in crossing the river is about five minutes, with the chain boat which is used except in high water in the spring and fall season. Five boats for the chain have been used and four small ones for carriages. The property remains in the families of the original owners and until lately has been a great income to them, although their neighbors spoke very discouragingly of their enterprise at the beginning.

CHENEY HILL is the elevation between Main street and the river, southwest of Jennings's Notch. It is owned by John Parker and Capt. B. Parker's wife. It is so called because formerly owned by Peter Cheney, who sold it to Moses Parker in 1791.

COLD SPRING, in Capt. Oliver Pillsbury's pasture. East of J. B. Little road and near the line of W. Newbury.

COMMON FIELD. Northeast of Cottle's Ferry lane towards West Newbury, a tract of land is called by this name, it having been in the first years of the town owned in common, but now generally fenced.

CONGREGATIONAL COMMON was laid out when the second meeting house of the parish was built in 1790, and the natural lay of the run filled to the level of Main street with a water course bridged over.

CORPORATION COMMON is situated in front of the Church, now in possession of the Independent society. It was laid out by a company of men composed of Dr. J. Spofford, Dea. N. Ladd, Capt. William S. Balch and Dr. Benjamin Parker, commonly called "the corporation," who bought a tract of land of Phineas Parker in 1832, laid out Elm and Ash streets and sold out the house lots on these streets. The elms were set on the common in 1832.

COUNTY ROAD, the longest road in Groveland, extending from Johnson's pond to the West Newbury line, distance 5 1-8 miles.

COTTLE'S FERRY formerly was at the lower part of the town. The lane that leads to the landing, called Ferry lane, west of the old Bailey lot, still remains open. This ferry was established in 1745 by Thomas Cottle, who lived opposite the lane on the Haverhill side of the Merrimac.

CRADLE ROCK, so called, on account of its shape and position, is a boulder which may be seen in Eldred S. Parker's pasture, south of Capt. Stickney's house.

CRANE MEADOWS are in the southeasterly part of the town on the borders of Parker river and Crane pond, a boggy and desolate part of creation.

CRANE POND is surrounded by the Crane meadows through which Parker river runs.

CROSS STREET, extending from School street to Pleasant street was laid out in 1853 by the town.

DAGON MEADOW. This is the name given to that part of the meadow between the county road and Joseph B. Little road, owned by John Hopkinson.

DARK HOLLOW is a place on Salem street in the wood where the old path turns off towards the Basking place. It was so called on account of the trees in the valley being so large and thick that it was quite darkly shaded in the daytime. At present the wood is all cut off at this place.

DEAD HILL is situated north of Johnson's pond mostly in Bradford.

DUTCH'S DISTRICT, named for Rev. Mr. Dutch, who lived in that school district.

ELM CORNER is 96 rods from Kimball's corner, where a large elm tree stands on the acute angle of the old Salem and New Boxford roads.

ELM STREET, easterly of Corporation common extends from Main Street to George Huntress' place.

ENTERTAINMENT COURT, between the Russel house and George Hudson's store, is on Main street, near the Ferry.

FACTORY CORNER is on Parker street, where the County road intersects.

FEDERAL CITY is a place on the border of Georgetown where a few generations of Hardys lived, but they left the settlement several years ago, and now there are no families living on that old way. It is about six furlongs to the westward of Holmes' rock on Salem street, known at Georgetown corner by the name of Hampshire.

FEDERAL MEADOW is a peat meadow owned by Aaron Atwood and others which is on the border of Groveland near Federal city, from which a branch of Greendale brook takes its rise.

FISHING GROUNDS. The only place of consequence where shad, bass and salmon are caught in Groveland is on William Balch's land, with an entrance from Main street, through the Gale Pass, where his nephew T. H. Balch, has followed the business up to this time. Formerly the shore in many places was occupied by fishermen, those who owned the land on the river receiving considerable income. About 1825, 15 seines were constantly used during the fishing season on the Merrimac near Groveland, 7 on the Haverhill side, and at the following places on this side, viz: Tadpole place, 2 owned by Richardsons, Hopkinsons & Baileys, Elm Place, 2 owned by Saverys, Palmers, Tenneys, Woods, etc.;—Wm. Balch's place, 1 owned by Balch and Philip Tenney; Shadpoint, 1 owned by John Goodrich and afterwards by others, and at the Flatts owned by Parker and Hinds.

FLATS. That part of the old Parker lot next to the Merrimac river which is frequently covered with water is called the flats. On account of the *rile* in the river when this land is overflowed a better quality of grass and a larger burden is produced than from the lowlands around ponds.

FOSTER'S CORNER is at the entrance of High Street on King street, 58 rods from Peter Parker's corner, and 145 rods from Chain Ferry.

GALE PASS. At the easterly end of Perry's walk, 78 rods from Peter Parker's corner on Main street, is a passage between the hills, and the elevation now called Picnic hill has been known by this name. It was so named on account of a man by the name of Gale having once resided in a small cottage on the northeasterly side of the way. Tradition says that this man belonged to the remarkable jury all but two of whom committed suicide.

GREAT ROCK, on Capt. John Stickney's land, near his house on the southerly side of County street.

GREENDALE BROOK is a brook which rises in Georgetown near Federal city, runs through the forests crossing Salem road, and empties into Johnson's brook, below the factory, at the South side of County road. At some places in this brook the water is very clear and cool. It is $2\frac{1}{2}$ miles in length, and is shaded with forests, but previous to 1800 some of the valley of this brook was cleaned of the wood, and presented a beautiful green meadow.

GROVE STREET, extending from Elm street to Chestnut street, was laid out by the town in 1853.

HALE'S CORNER is in the southeasterly part of the town where six roads meet.

HALE GATE MEADOWS are those that are sometimes called Crane Neck meadows, which are approached by passing through the gate at the mouth of Brown Island road near Quaker Hale place.

HARDY'S HILL, sometimes called Mr. Perry's hill, on account of his owning the land on the side next to the village, and formerly called Cub hill.

HARRIMAN'S BROOK, commences in the meadows south of Bare hill, runs through land of the Harriman's, east of the hill, crossing Seven Star road and empties into Saw-mill brook.

HAY SCALES. Moses Parker owned the scales used in those days, which occupied a place on the Common in front of where Mr. Perry's house now stands. After the house was built, they were removed to the northerly side of his store. The next place of weighing was near D. B. Stickney's, where the more modern and convenient balances were used. Capt. Benj. Parker does most of the weighing of hay, coal, and other heavy articles, and there are other balances at Kimball's corner.

HEIGHTS. That part of the village including Chestnut street east of the Ferry, is called the Heights. It was laid out by Dr. Spofford and others, and sold in lots. The land was bought of Aaron Atwood.

HEMLOCK BANKS is a place below Crane pond on Parker river.

HIGH STREET extends from Foster's Corner over Cannon hill to Rollins's common.

HOBSON LOT containing 260 acres, was laid out to widow Ann Hobson. It was bounded by the river 44 rods, on one side by Thomas Kimball and by Johnson's brook, a part of the river, and extended back to Johnson's pond. The Mullikins soon came into possession of a part of it and later the Kimballs owned considerable of it.

HOME MEADOWS lie west of J. B. Little road and a few rods from Joseph Bank's residence.

INDIAN HILL is situated near Johnson's pond, between the new and old Boxford roads.

INDUSTRY STREET extends from Rollins's corner to Burbank's corner.

JENNING'S NOTCH, east of Cheney hill, is so called from an early owner. Moses Parker bought the place and left it to his daughter Sarah.

JEWETT'S CROSSING is where the Newburyport railroad crosses the highways near Eben P. Jewett's house on Milk street and County road.

JOHNSON'S BROOK, in the westerly part of the town, is the outlet of Johnson's pond, and is 2 7-16 miles in length, and empties into the Merrimac river.

JOHNSON'S POND is in the southwestern corner of the town, more than half of it lying in Boxford. The distance around it is 3 1-2 miles, it being considerably larger since the Factory Co. has overflowed the low lands on the Boxford side.

JUNCTION CORNER is where Ash, Perry, School, Milk and Liberty streets meet.

KIMBALL'S BROOK rises in Bradford, crosses Salem street near Groveland, passes through the old Kimball lot, Nath' Parker's bark mill, crossing Parker street where it empties into Johnson's Brook, near Morse's corner.

KIMBALL'S CORNER is where Salem street crosses Parker street. Here years ago Daniel Kimball kept a public house, where teamsters and travellers stopped on their way to and from Salem. Hence the name.

KIMBALL LOT, most of which is in Bradford, extended from the river to Johnson's Pond, bounded on the Mighill lot, inherited by the Woodmans, on one side, and Hobson, afterwards owned by the Mullikens and Kimballs, on the other side.

KING STREET is the direct way from Peter Parker's corner past Boynton's corner to Georgetown, so named from "King Philip," a nickname given to Philip Hardy, who lived in Enoch Harriman's house.

LANDINGS on the Merrimac in Groveland are at Cottle's Ferry, Chain Ferry, Greenough's lumber yard near their residence, and sometimes at William Balch's fishing ground. Formerly Petty's Ferry and Shadpoint, where the ferry way and shipyard were, were used for that purpose.

LIBERTY STREET, built by J. B. Hardy in 1853, extends from Junction corner to Ridge Hill corner.

THE JOSEPH B. LITTLE ROAD was laid out in 1534, and extends from the upper parish church in West Newbury past Hale's corner in Groveland to Georgetown corner.

LITTLE PONDS, two small basins of water without either inlet or outlet to them, in the woods near Salem street, owned by Cyrus K. Ordway of West Newbury and others.

LONG MEADOW extends from Bare hill across King street to the sawmill dam near Jewett's Crossing, from which much good peat has been dug this year (1854) on account of the high price of fuel.

MAIN STREET, which extends from Bradford to West Newbury, is sometimes called the Newburyport road, and that part along by the river, Water street. It was laid out probably about 1662, and is over two miles in length.

MILK STREET extends from Junction corner to Salem street, and is so called by Dr. Spofford because so many cows belonging to the village are driven to pasture through this street. It is also called Jaques road, on account of Parker Jaques and his father having lived there.

MORSE'S CORNER, where Parker street meets Main street, so called because families of this name have lived on this corner for many years.

MUCK MEADOW, in the Stickney and Worcester lots, from which Spofford brook takes its rise, is situated south-east of Main street, opposite Perry's walk.

MUTTON PIE SWAMP is situated in the woods north of County road and between Jewett's crossing and Zachery path, where, it is said, a man by the name of — Jaques carried a mutton pie and camped out a number of days and nights at the time of the Revolution to escape going into battle with a company from this town.

NEGRO POST. This was a guidepost which stood on the southwesterly corner of Main and King streets, which was the production of a fanciful genius by the name of William Blodget, who lived in this place previous to 1800. On it was painted a negro, with the following inscription :

“ Ten miles to de port,*
Six miles to de spring,†
Two coppers, Masser,
Me tell you agin.”

NELSON'S HILL is situated on the Nelson lot, near the West Newbury line, northwest of Wallingford's hill.

*Newburyport.

†Brown's Spring.

NELSON'S LOT. This original lot is next to the West Newbury line, and has been owned since the earliest settlement by the descendants of Joseph Richardson, who married into the Nelson family.

NOVELTY SQUID, southeast of Dagon meadow, is in William Balch's pasture.

NOYES'S CREEK or BROOK is sometimes called Pearce's creek, from a more recent owner. One branch of this brook rises in Groveland and the other in West Newbury, runs by the brickyard, and empties into the Merrimac at the boundary between Groveland and West Newbury.

PALMER'S BROOK or CREEK, so named because it passes through the old Palmer lot, has two branches, which unite with other smaller branches in the meadow back of Wm. S. Balch's and Charles Wallingford's residences.

PARKER'S BROOK rises in the small meadow back of T. Stacy's house, crosses School and Ash streets, and empties into the Merrimac back of Capt. B. Parker's place.

PETER PARKER'S CORNER is marked by a stone in the ground, with "P. P." on the top, which is on a level with the corner of his land.

PARKER COURT is between the Parker mansion and the house which Mrs. Gile now occupies.

PARKER LOTS. Although the Parkers did not settle in Bradford until some time after the lands were divided, they have been the owners of a large part since they have lived here. They settled on the lot of Samuel Phillips, "east of Johnson's Brook," and the original places of both Parker settlers are owned by their descendants to this day, Stephen Parker, where his ancestor lived, and Mrs. Pemberton on the old place of her first ancestor in this town.

PARKER RIVER, which rises in Boxford, runs through Georgetown and Groveland and empties into Plum Island river.

PARKER STREET extends from Morse's Corner to the Boxford line, so named because the Parker family has owned a large part of the land. It was the most flourishing part of the town, when the tanning and currying business was good.

PEABODY'S CORNER is where the County road crosses Salem street.

PECKER STREET extends from Main street to Liberty street. It also has been called Burbank's lane.

PEMBERTON PLACE, near Worcester street, where a cellar on the old Worcester lot shows where a John Pemberton probably lived.

PERRY'S WALK, situated on the northwesterly side of Main st., from Peter Parker's corner to William Balch's house, was made at the suggestion of the Rev. Dr. Perry soon after he was settled in the parish.

PERRY STREET extends from Foster's corner on King street to Ash street. It was laid out in 1853, through land of E. S. Page and John Parker, Rev. G. B. Perry, Aaron Atwood, N. Ladd and corporation land, and was made by Samuel F. Barker, the road builder of Andover, in 1853-4.

PHILLIPS LOT was a tract of land that was granted to Rev. Samuel Phillips on the east side of Johnson's brook, where the first Parkers settled.

PICNIC HILL is between Main street and the river N.W. of Gale's pass where Mr. Balch permitted social parties to hold their picnics, so called, that were so fashionable in this region in 1840-50. It is a beautiful pine grove with a foot path from a gate about a furlong from Peter Parker's corner.

PLEASANT STREET is situated on a tract of land called the "Phineas Parker lot," which was laid out and the house lots sold by Esquire Ladd in 185-. The town accepted the laying out of this with Cross street in 1853.

POMP'S ORCHARD is situated southwest of Samuel Hariman's residence, which was formerly owned by the African of this name.

PROSPECT BLUFF is a steep hill opposite Ezra Hardy's residence on King street.

QUERY CORNER is on the corner of Main and Broad streets and was so named on account of the many inquiries made by travelers for the way to Haverhill.

RIDGE HILL CORNER is where Liberty and Main streets meet.

RIDGE HILL is a narrow ridge between Main street and the river, extending from where E. T. Curtis lives to John Pemberton's place.

ROCKY BROOK rises in the lowland in West Newbury and empties into Sawmill brook.

ROCKY WOODS in the back part of the town, east of King street extend nearly to Hale's corner, and the pastures east of Sawmill brook beyond the J. B. Little road are called Rocky pastures.

ROGERS LOT, next east of the Phillips lot, granted to Rev. Ezekiel Rogers, was about 150 rods wide on the river and contained 300 acres. It was laid out previous to 1658. He, as well as Mr. Phillips, probably sold out his land for others to improve in a few years after the grant.

ROLLIN'S COMMON is a corner cut off when the street was widened, from Foster's corner to Burbank's corner near the Rollins place at the entrance to Worcester street.

ROUND HILL, one of the highest hills in Groveland, is situated on the Bailey lot, southwest of Wallingford hill.

SALEM STREET is in the southwestern part of the town and extends from the line of Bradford near William Brown's house to the Georgetown line, near Holmes' rock, the whole distance in Groveland being a little over 2 miles.

SANDY BROOK is a small run in the southeasterly part of the town coming from Jaques meadow, crossing Brown Island road near the line of West Newbury and empties into Crane brook.

SAND HILL is on Parker street above Solomon H. Parkers residence where sand is obtained for mortar used in masonry.

SAVARY'S LANE is a bridle path which extends from Main street near John Tappan's house towards the back part of the town.

SAWMILL BROOK. Besides Trout brook, which is sometimes called by that name, there is one in the eastern part of the town rising in E. Boynton's land and emptying into Crane pond.

SCANTY POINT is on the Merrimac river nearly opposite Uriah Hopkinson's house.

SCRAGUM. A tract of woodland on the West Newbury line between J. B. Little's and Brown island roads is called by this name.

SEVEN STAR STREET is situated in the eastern part of the town and extends from Ralf's corner to Hale's corner, a distance of about two miles.

SHAD POINT is on the Merrimac river in the rear of Dr. Spofford's residence.

SHIP YARDS. Vessels have been built in Groveland at Shad point, at Chain Ferry, near Capt. D. Mitchel's, opposite the John Page and Woodbridge Parker houses, in front of Uriah Hopkinson's house, and at Johnson's brook. Dea. P. Carleton occasionally built small boats at his house and hawled them to the river.

SLATE QUARRY is situated on the western side of Cheney hill on the shore of the river. Here Henry C. Parker has prepared this material for the market, it being used for the under-pinning of buildings and other similar purposes.

SMITH'S HILL is situated on the line of West Newbury, southeast of the almshouse.

SMALL POX GRAVEYARD is on the easterly side of Milk street now the crossing of County and Milk streets.

SPOFFORD'S BROOK rises in Muck meadow and empties into the river, near Shad point.

SPRINGS. Chalybeate springs have been discovered on the land belonging to the Savary family in the rear of the residences of the late Esquire G. Savary's and also at Esquire Stephen Parker's.

SPRING HILL is situated west of Salem street between Kimball's corner and Peabody's corner.

STICKNEY BOWLDER, see Cradle rock.

STICKNEY LOT was between the Hardy lot on the westerly side and Worcester lot on the easterly side and is partly owned by the descendants of the first of the name.

TENNEY'S CORNER is near Capt. John Tenney's residence, where the County road crosses Seven Star street, on the old Tenny lot.

TENNEY LOT was bounded by Palmer's brook and Seven Star street on the easterly side and the Jewett lot on the westerly side. Elder Samuel Tenney's house, which stood northeast of Charles Wallingford's house, was perhaps the first one built on the lot. Considerable of this lot is now in the hands of Elder Tenney's descendants.

TIMOTHY HILL is between John Brown, jr.'s and Hardy hill, so named because Timothy Hardy once owned the land.

TOWN ROAD, from Seven Star road to the West Newbury line, was widened and straightened in 1849.

TROUT BROOK, sometimes called Sawmill brook, is formed by a number of branches uniting in the pasture back of Jonathan B. Hardy's residence, and emptying into Johnson's brook, near the old fulling mill.

TRUDLE HOLE is a soft, spongy place, near Sawmill brook, on the west side of J. B. Little road, which may be shaken by jumping upon it.

UNION STREET was laid out by Mr. Perry from King street through his land.

VILLAGES OF GROVELAND are the following: The Main street from Paul Page's residence to Ridge hill and back on King and Milk streets as far as Foster's corner and the residence of J. Brown, jr., which includes about a third part of the inhabitants of the town, may be considered as one village. The street from Ralf's corner to West Newbury and back to Levi B. George's, as another, which is called Savary's, or Stickney's, and sometimes the Lower Village. Kimball's Corner, or South Groveland as it is sometimes called, is the third. There are smaller settlements at Parker street, from Morse's corner to Sandy hill; a place near Boynton's corner, since the Mormon religion was introduced into this vicinity, has been called sometimes Nauvoo; the vicinity of Burbank's corner is sometimes called "Goose hill way." The town road near Thomas Woods is often called "Pudding bag lane," and the main street, from David W. Hopkinson's to W. N. Hopkinson's, is sometimes called "below zero."

WADING PLACE. This is south of County road, between Tenny's corner and the site of Joseph Bailey's house, where the brook was crossed in the old path before the road was laid out previous to 1790-5.

WALLINGFORD HILL is where the almshouse is located on Town road.

WHARF. No extensive provision has been made for landing from the Merrimac river. There has been a temporary wharf for the steamboats and where the vessels were built. The remains of one still exist on the lower side of the Chain ferry.

WOODMAN LINE. This was sometimes called the boundary between the two parishes of Bradford, that is, the line between the original lots of widow Ann Mighill, whose daughter married Jonathan Woodman, and whose descendants now own a part of it, and Thomas Kimball, in the East Parish.

MARBLEHEAD IN THE YEAR 1700. NO. 2.

BY SIDNEY PERLEY.

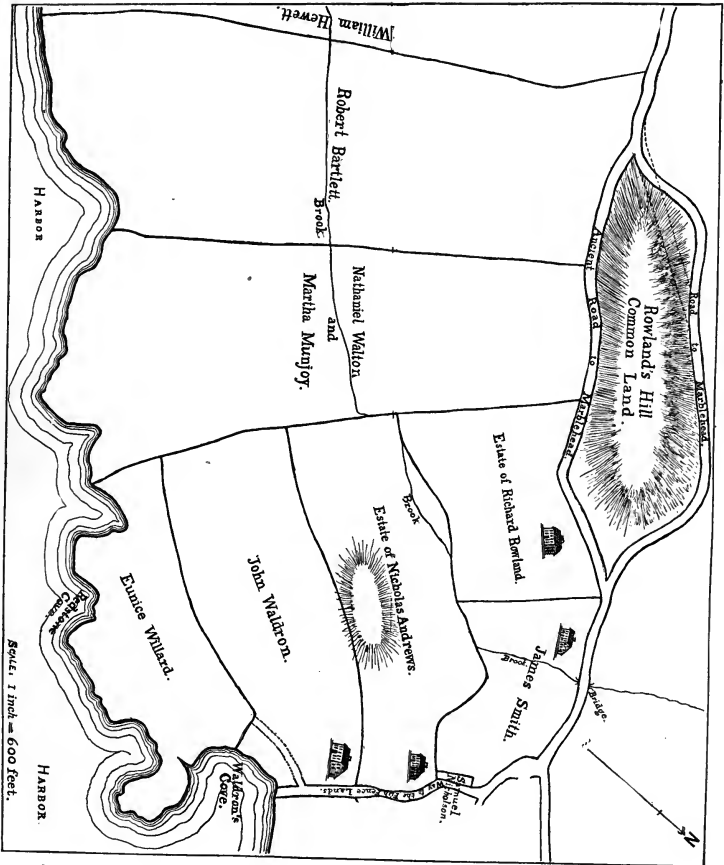
THE accompanying map includes that section of Marblehead lying between Pleasant and Washington streets and the harbor and westerly of Waldron street to the western end of Rowland's hill. This was the western part of the section of the town known as "Newtown" a hundred years ago, the bridge on Washington street, at School street, indicated on the map, being called "Newtown bridge."

Rowland's hill was so called, probably, because Richard Rowland lived at its eastern end. It was called Newtown hill at one time. This was laid out and granted as "recompense" land in 1726.

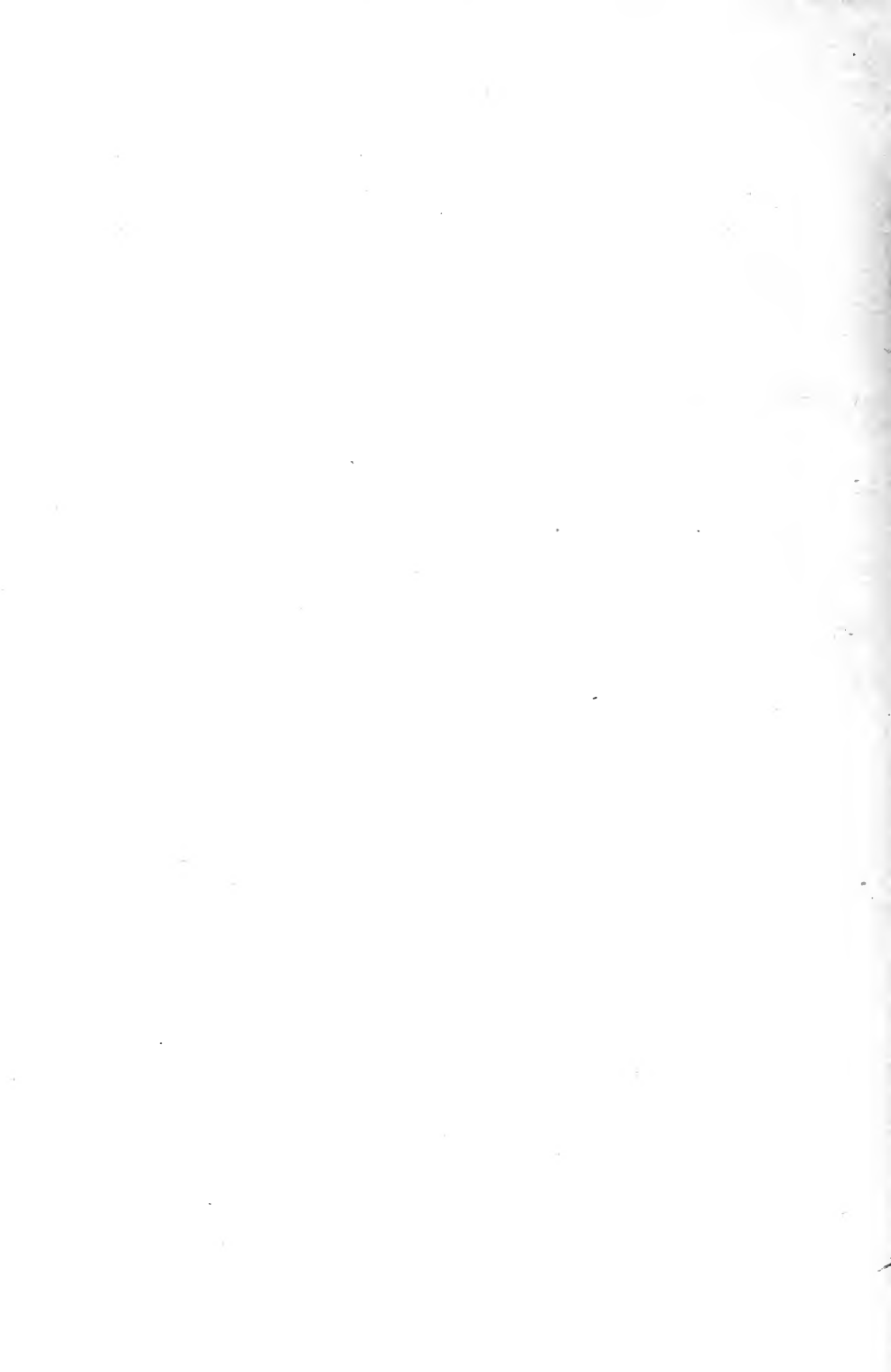
The original road into the town ran on the south side of Rowland's hill, a little higher than the present Prospect street. This was the way in 1677, but soon after the course was changed to the north side of the hill where Pleasant and Washington streets now run, except at the western part, above the "workhouse rocks." The dotted lines show where the street now runs, and the continuous lines the former location. The eastern end of Vine street and the short narrow court near "workhouse rocks" are parts of the original way.

Washington street was the ancient way to Marblehead. It was called the road to Marblehead in 1727; country road or main street in 1736; street leading out of town in 1815; the main street in 1827; and Washington street in 1848.

Waldron street was a way from the earliest settlement. It was called the way to or through the fish fence lands in 1734; Waldron's lane in 1754; street leading to the fish fences in 1797; highway in 1807; and Waldron street in 1880. The northern end of Waldron's court was laid out



PART OF MARBLEHEAD IN THE YEAR 1700.



by the owners of the Andrews lot, to reach the rear of the lot, before 1734; and was subsequently extended, from time to time, as needed. It was called Waldron's court as early as 1842.

The part of Gregory street included in this section had its beginning in the right of way granted by John Waldron (shown on the map) to Rev. Samuel Willard, Feb. 21, 1682,* in order that Mr. Willard might reach his lot from the highway. It was called the road leading through the fish fences in 1808; road or way to the fish fences in 1811; and road leading to the fish yards in 1852.

Barnard street was a way leading between the ropewalks† in 1764. It was called the way to the ropewalk in 1827; ropemaker's court in 1845; Barnard street in 1852; and the road or way between the ropewalk of the Marblehead Cordage Company and Hawkes' ropewalk in 1853.

Hawkes street was called the highway leading from Redstone cove to the hay scales‡ in 1810, and Hawkes street in 1867. Hawkes' court was so called in 1867.

South street was called the street leading from Reed's corner to the South schoolhouse in 1802; and South street in 1880.

Rowland street was laid out in 1726, and was called the road over Rowland's hill in 1845.

Prospect street was so called in 1847.

Chestnut, Commercial and Cottage streets were so called respectively in 1852.

Lindsey street was called a new street about 1854.

The harbor was so called in 1715; Marblehead harbor in 1735; and the harbor of Marblehead in 1739.

Robert Bartlett and Nathaniel Walton and Martha Munjoy lots. These lots belonged to Rev. William Walton of Marblehead very early. He died in October, 1668, intestate, leaving widow Elizabeth and several children. The next year the county court ordered that the widow should

*Essex Registry of Deeds, book 34, leaf 258.

†On either side of what is now Barnard street were ropewalks, the longest being six hundred and seventy-five feet in length.

‡The hay scales were on the eastern corner of the junction of Washington and Prospect streets.

have the use of the estate as long as she lived. She was appointed administratrix of the estate, and in that capacity, for forty pounds worth of debts due to creditors of the estate, paid by her son Nathaniel Walton and her daughter widow Martha Munjoy, conveyed to them the eastern half of the premises, with the old barn thereon, being the lot on the map marked Nathaniel Walton and Martha Munjoy, April 18, 1677;* and they owned it in 1700.

Rev. William Walton's widow died in 1682, and the surviving children agreed, March 29, 1683, that their sister Mary's husband, Capt. Robert Bartlett of Marblehead, yeoman and fisherman, should have one half of this lot where his dwelling stood, he having paid twenty pounds of debts due creditors of Mr. Walton's estate,† and the other half of this lot to said Nathaniel and Martha, they to satisfy the remaining creditors. In 1700, the whole title to this lot was apparently in Captain Bartlett. Nothing more is known of the Bartlett house or its location.

Estate of Richard Rowland House. This was the homestead of Richard Rowland of Marblehead, planter, as early as 1648. He died in the summer of 1685, his will, dated April 24, 1685, being proved June 30, 1685. He devised this estate to his son John Rowland and the latter's male children. John Rowland died, leaving no issue, before Dec. 4, 1693, when administration upon his estate was granted. This real estate reverted to his father's heirs, subject to the rights of John Rowland's widow, Abigail Rowland. Sept. 3, 1715, dower was assigned to her, who was then Mrs. Cane, out of this "ancient homestead," as it was called in the return of the commissioners making the assignment. The east end of the "old dwelling house," as it was called, and that part of the lot was assigned to her, the well, cellar and oven to be used in common with the other owners of the house. The whole of this estate was divided among the heirs Nov. 3, 1719, when the house was gone apparently.‡

James Smith House. This estate was probably the prop-

*Essex Registry of Deeds, book 6, leaf 76.

†Essex Registry of Deeds, book 7, leaf 47.

‡Essex Registry of Deeds, book 36, leaf 170.

erty of Erasmus James of Marblehead, as his widow, Jane James of Marblehead, for fifty-six shillings, conveyed it with the house to James Smith of Marblehead, husbandman, 6: 6: 1660.* Mr. Smith died in the winter of 1660-1, having in his will, dated 9: 9: 1660, and proved 27: 4: 1661, devised this house and lot to his wife Mary for her life or widowhood, and at her marriage or death to his son James Smith, and after the latter's death to his eldest son James Smith. James Smith, sr., of Boston, for ninety-five pounds, mortgaged the house and land to William Greenough, jr., of Boston.* James Smith of Boston, mariner, owned it in 1713; and Capt. James Smith of Marblehead, mariner, for three hundred and fifteen pounds, conveyed the house and land to Richard Crafts of Marblehead, shoreman, Dec. 7, 1714.† The house was then occupied by James Stone. Mr. Crafts mortgaged the house and land to Mr. Smith Aug. 6, 1716;‡ and Mr. Smith probably foreclosed the mortgage before Aug. 12, 1734, when James Smith of Marblehead, yeoman, conveyed the land with the buildings thereon to John Oulton, esq., of Marblehead, who already had it in his possession.§ The house was gone apparently before Sept. 1, 1736, when Mr. Oulton mortgaged the land.||

Estate of Nicholas Andrews House. This lot of upland and meadow belonged to William Barber of Marblehead, fisherman, as early as 1651, and after about 1655 to his son Thomas Barber, who removed to Charlestown, where he was a cooper. Robert Brooks owned it before 1660. He was of Plymouth, and married Elizabeth, daughter of Governor Winslow; and after the death of Mr. Brooks she married Capt. George Curwin of Salem. The next owner was Thomas Waymouth, of Marblehead, fisherman, who Jan. 3, 1666-7, mortgaged it, with "my now dwelling house" thereon, to Moses Maverick of Marblehead.¶ April 15, 1667, Mr. Waymouth conveyed the house and land to

*Essex Registry of Deeds, book 4, leaf 130.

†Essex Registry of Deeds, book 30, leaf 129.

‡Essex Registry of Deeds, book 30, leaf 127.

§Essex Registry of Deeds, book 66, leaf 261.

||Essex Registry of Deeds, book 72, leaf 41.

¶Essex Registry of Deeds, book 3, leaf 10.

Mr. Maverick,* and Mr. Maverick conveyed the same estate to Thomas Rose of Marblehead, 27: 6: 1668.* Mr. Rose was a fisherman, and, for eighty pounds, conveyed the house and lot to Nicholas Andrews of Marblehead, fisherman, March 5, 1676-7.† Mr. Andrews died in the summer of 1698; and in his will, dated March 15, 1696-7, and proved Sept. 5, 1698, he devised his real estate to his wife Elizabeth for her life with power to convey to either of their children when they became of age. She exercised this authority to some extent, but retained the house itself as long as she lived. She died about 1728; and in 1729 “ye old mansion house of the deceased,” as it was then called, was valued at twenty-five pounds. The estate was divided May 8, 1730, and the “old mansion house” and land under and around it was assigned to Mary, wife of William Bartlett.‡ Mrs. Bartlett died, possessed of the estate, in 1748, when the house was occupied by her son Nicholas Bartlett, who was a mariner. To Nicholas, his brothers and sisters, William Bartlett of Beverly, mariner, John Bartlett of Marblehead, fisherman, Andrew Woodbury of Beverly, mariner, and wife Mary, George Jackson of Marblehead, mariner, and wife Bethiah, William Hylegar of Marblehead, merchant, and wife Hannah, Joseph Carder of Marblehead, shoreman, and wife Elizabeth, released their interest in the homestead Sept. 3, 1748.§ Nicholas Bartlett became a shoreman, and, for one hundred and fifty pounds, conveyed to Jonathan Bartlett of Marblehead, shoreman, the lot and “buildings” thereon, Feb. 21, 1774.|| The house was gone before Nov. 14, 1801, when Jonathan Bartlett conveyed the land, for four hundred and thirty-five dollars, to Thomas Barker of Marblehead, mariner.¶

Samuel Nicholson Lot. The trustees for the commoners of Marblehead granted this lot of land and rocks to Samuel Nicholson Aug. 14, 1695; and it was owned by him in 1700.

*Essex Registry of Deeds, book 3, leaf 40.

†Essex Registry of Deeds, book 4, leaf 152.

‡Essex Registry of Deeds, book 57, leaf 159.

§Essex Registry of Deeds, book 95, leaf 208.

||Essex Registry of Deeds, book 133, leaf 34.

¶Essex Registry of Deeds, book 169, leaf 169.

John Waldron House. Samuel Doliber of Marblehead conveyed to John Waldron of Marblehead, fisherman, this dwelling house and lot of land, "as it is laid out," June 20, 1651.* Mr. Waldron married Dorothy Dollever, probably daughter of Samuel Doliber, in November, 1653, and lived here, becoming a blacksmith and anchorsmith. Mr. Waldron died possessed of the estate in 1702, his will, dated Dec. 17, 1701, being proved June 8, 1702. The eastern end of the house was constructed of stone. In his will, Mr. Waldron reserved for the use of his wife the western end of the house and that part of the land; the eastern end of the house and lot he gave to his son John Waldron, together with half of the lower barn in the meadow and half of the fishing stage, flake yards, and all other lands; to his son Thomas he gave the other half of the estate, provided that if Thomas died, leaving no issue, the property should go entirely to John. He also bequeathed to John the smith's shop, wrought anvil and tools, reserving for his (testator's) son Thomas, a cast anvil, one pair of bellows and an old vise, providing that Thomas within seven years took up and followed the trade of a smith and used the tools. Apparently, Thomas died without issue, and the estate came into the possession of John Waldron. The dwelling house, outhouses, commonage and land adjoining was valued at two hundred and sixty pounds. Apparently, the house stood only a few years longer.

Eunice Willard Lot. This lot belonged to John Waldron of Marblehead, fisherman, Feb. 26, 1660, when he staked it out to John Webb alias Evered of Boston, merchant, and partner; and two days later, for one hundred pounds, a deed of it was executed.† Sept. 4, 1679, Edward Tyng, sr., esq., of Boston, and wife Mary and Jonathan Tyng of Dunstable, gentleman, and Edward Tyng, jr., of Boston, merchant, for love, conveyed the lot to Eunice, daughter of said Edward and Mary Tyng, and wife of Rev. Samuel Willard of Boston, and her issue.‡

*Essex Registry of Deeds, book 4, leaf 67.

†Essex Registry of Deeds, book 2, leaf 86.

‡Essex Registry of Deeds, book 24, leaf 277.

Feb. 21, 1682, Mr. Waldron conveyed to Rev. Samuel Willard a right of way over his land to this lot, saying that this lot had been "made over" to Mr. Willard,* and the title to the lot was apparently in Mrs. Willard in 1700.

NEWBURYPORT IN THE REVOLUTION.
HISTORICAL NOTES.

In Committee of Safety, Cambridge, June 21, 1775. Resolved, that Joseph Adams Driver of the Stage from Newbury be and he is hereby Directed to transfer back to Newbury Eliz^h Rogers (who as she says) is the wife to Will^m Rogers First Sergeant in the 63 Regiment of Foot now in Boston and deliver her to the care of the Selectmen of s^d Newbury who are Hereby Directed to Provide for her and her child at the expense of the Colony.

To the Selectmen of Newbury.

Mass. Archives, Vol. 138, p. 166.

January 26, 1766. Committee of Safety in Newbury Port is ordered to take William Ervin, Henry Wilkinson, mariners, John Gopety, rope maker, John Wilson, nailor, Joseph Lasky, mariner, James Kendal, weaver, John McManus, carpenter, and Robert Hale, Cook, lately taken prisoners in the ship Jenny and brought into Gloucester, and put them to such employment as they are qualified or if necessary confine them in goal.

Mass. Archives, Vol. 165, p. 407.

March 23, 1776 the above prisoners were ordered to be released.

Mass. Archives, Vol. 164, p. 280.

*Essex Registry of Deeds, book 34, leaf 258; and Marblehead town records.

NEWSPAPER ITEMS RELATING TO ESSEX
COUNTY, MASSACHUSETTS.

(Continued from Vol. XLV, page 348.)

To be Lett at Newbury, A new Schooner, just launch'd about 100 Tons Burthen, well found, and will be ready to sail in a Week's Time: Any Person inclined to hire said Schooner, by applying to *Thomas Bazin* of said Newbury, or the Printers hereof, may be further inform'd.

Boston Evening Gazette, July 23, 1759.

June 23 By order of Admiral Coates on the 5th of February last, Capt. Usher of His Majesty's sloop *Viper*, went into Monto Christi harbour, to take a list of the English vessels there, and they then amounted to 29 viz. 8 belonging to Rhode Island, 7 to New York, 4 to Boston, 4 to New London, 3 to Salem, 1 to Marblehead, 1 to Virginia, and 1 to Bermuda. Most of them were cleared out for Monto-Christi, in ballast, 5 with lumber, some had no clearances and others had been obliged to put in there (as they pretended) having fallen to leeward of the ports they were bound for.

Boston Evening Gazette, July 30, 1759.

The 18th Instant the House of the Widow Saunders at Cape Ann was struck by Lightning, and receiv'd considerable Damage: several Persons that were in the House were knock'd down and stunn'd for some Time, but all of them are well recover'd.

Boston Evening Gazette, July 30, 1759.

By Capt. Sheperd who arrived here last Thursday in 21 Days from Barbados we have in a List of Prizes carried into Martineco, between the 7th of June, and the 2d of July, the Sloop *Andego*, Lovett, from Salem, for Antigua.

Boston Evening Gazette, Aug. 20, 1759.

Mr. Wm. Silsby late belonging to a Fishing Schooner, owned by Mr. Timothy Orne, and others of Salem, arrived there last Friday from Louisbourg, but last from Halifax: He says That about 35 Leagues to the W. of Louisbourg within about a League of the Shoar he was taken in said Schooner by the Shallop we have so often heard of, and carried to a Harbour about 25 Leagues from Louisbourg; that the Frenchman kept them 48 hours, and then gave them their Boat, having carried them within about 22 Leagues of Louisbourg it being then about Sun-set, and the next Day they got to Louisbourg; that they had but 3 small Arms, with which they defended themselves $1/4$ of an Hour, and received no Damage, but wounded the Master of the Shallop in the Hand, and 2 of his Men in the Head, and as the Frenchmen said kill'd one; the Shallop had 22 Hands, 1 Swivel Gun, 1 Blunderbuss, and about 30 Small Arms:—When Silsby was taken, they were in sight of a Schooner, which the Frenchmen said was one the Fishing Vessels they took before, and by the Appearance of her, she was tho't to be the Schooner late belonging to Stephen Higginson, Esq: &c. of Salem, a very fine Sailor; and the Frenchmen said she was cruising to take 4 Vessels if possible, before she returned, and had on board 56 Men, 4 Carriage and 6 Swivel Guns; these People were taken off Tar Bay:—The Shallop and Schooner came out from near White-Head, as Mr. Silsby supposes. The Schooner at this Time was in Pursuit and within half a Mile of a Schooner and its tho't took her; there were also 2 more schooners near, belonging to Salem, one of which was bound home, but is not arrived, so that its fear'd she is also taken. The Frenchmen said they had taken no more Fishermen or any other Vessel, since they took the Three some Time ago belonging to Salem; and that they were afraid to attack the Provision Vessels.

Boston Evening Gazette, Sept. 3, 1759.

Boston, September 10. The following is a list of the Vessels lately taken by a French Privateer schooner called Maria, carrying two 1 Pounders; 3 Swivel Guns, with a Number of small Arms, and about 70 Men, commanded by Paul Le

Blanc, fitted out from a French settlement, between, the West part of Canso, and Cape Louis which Vessels were carried into White Head Harbor, about 5 Leagues to the Westward of Canso viz.

Schooner George from Salem, a Fisherman, taken, Aug. 9th, 1759, Jacob Clark Master—Schooner Swallow, from ditto, ditto, taken the same Day—Schooner Sparrow, from Salem, Fisherman, taken the 15th, Tobias Davis—[and five others.]

The Number of Persons taken in the above Vessels, were sixty Men, two Women, and two Children, whom they releas'd on the 26th of August, giving them the Fishing Schooner, Three Sisters, in which they arrived at Halifax, on Wednesday, the 29th.—From Halifax the said Schooner sail'd for Salem, with 29 of the People, three of whom went on board a Vessel in the Bay bound here, who arrived on Monday last.

Boston Gazette, Sept. 10, 1759.

We hear from Newbury, that one Day last Week, a young man being at Work on the Steeple of a Meeting House there, fell from thence, and dashed his Brains out in an Instant.

The same Day, a boy was drowned at the above place.

Boston Gazette, Sept. 17, 1759.

Run away the 12th Instant from his Master Joseph Gould of Lynn, a Negro Man named George, formerly belonging to Isaac Royall, Esq. of Medford who had on when he went away, a stripe worsted cap, a coarse Linen fly coat, red waistcoat, a Fustian Pair of Breeches, Yarn Stockings, and a Pair of Shoes. His stature is short and small, speaks broken English, his Age between thirty and and forty Years. Whoever will apprehend and take up said Negro, or bring him to me his said master, shall have Two DOLLARS and all necessary charges paid.

JOSEPH GOULD.

Lynn, Sept. 15, 1759.

Boston Gazette, Sept. 17, 1759.

To be sold by *Makepeace* and *Obadiah Haston* in *Newbury*, a two deck'd Vessel now on the stocks, about 150 Tons Burthen, may be compleated in less than a Month, if requir'd : The said Vessel can be well recommended.

Boston Evening Gazette, Oct. 1, 1759.

By a Master of a Vessel who was taken in his Voyage to the West Indies and is returned in a Vessel from *Antigua* to *Portsmouth*, we learn that the following Vessel was taken and carried into *Martinico*, between the 27th of July and 20th of August, viz. Sloop *Lydia Webster* from *Salem* for *'Statia*.

Boston Evening Gazette, Oct. 8, 1759.

Last Thursday morning *Capt. Snowden* in a Brig from *Lisbon* bound to *Rhode-Island*, who has been out 29 Days, was cast away to the Eastward of *Cape Ann* : the Vessel and Cargo, consisting of Wine and Salt, intirely lost ; and the Mate and one of the Hands drowned—*Capt. Obrian* in a Ship from *Antigua* bound to *Piscataqua*, drop'd Anchor in the Storm a little Distance from the Wreck, and just touch'd on the Rocks, but observing a Snow run bold in for *Salem Shoar*, cut his Cables and followed her, by which Means he sav'd his Ship from being wreck'd.

Boston Evening Gazette, Oct. 8, 1759.

There is a Tavern newly set up, the Sign of the Bear, a little below where the Sign of the Cross was in Fish-Street, very commodious, for Newbury, Ipswich, Cape Ann or Salem People ; or any that passes these Ferrys where they may be very reasonably entertain'd by John Wright, innholder.

Boston Evening Gazette, Oct. 8, 1759.

We hear from *Newbury*, a town which has been always distinguish'd for their Loyalty, to their King and Zeal for the true Interest of their Country, expressed their Joy for the late glorious News of the Reduction of *QUEBEC*, by the brave General *WOLFE*, which they received by the Post on Friday Evening, when the Bells immediately began to ring ; and the next Day, the Cannon from the

Wharves and Vessels were fired three several Times. Monday Morn was usher'd in by a Discharge of Cannon ; the Gentlemen of the town having appointed to dine in Publick ; there was an elegant Dinner provided, and an Ox roasted for the Populace. A Royal Salute was fired at Twelve o'clock, and on drinking the King's Health after Dinner. The whole was conducted with Decency, and concluded in the Evening with Illuminations, Bonfires, fireworks, &c.

Boston Evening Gazette, Oct. 22, 1759.

Broke out of a Pasture in Ipswich on the 28th of October last, a small black Mare, about 9 Years old, that Paces and Trotts, had her Two fore hoofs something broken. Whoever takes her up and brings her to Mr. Thomes Welch of Charlestown, shall be handsomely rewarded.

Boston Evening Gazette, Nov. 12, 1759.

Last Thursday Evening departed this Life, at Marblehead, by a violent Fever, Capt. *Greenfield Hooper*, eldest Son to the Honourable *Robert Hooper*, Esq ; of that Town. He was a young Gentleman of an unspotted Character : remarkably beloved by all that knew him, and as universally lamented. At the age of 23 Years he had acquired all those Qualities that made him dear to his Acquaintance and would have rendered him a Blessing to the Place he lived in. We hear his remains are to be interred next Tuesday.

Boston Evening Gazette, Nov. 19, 1759.

Stole from Nathaniel Henchman, jun. of Lynn in the County of Essex, or Friday Evening of the 9th instant, A dark Chestnut colour'd Mare, about 14 Hands high, and about 10 Years old, with a Blaze in her Face ; her Mein cut off, and a short Tail, she Paces and Trotts well ; also a black Leather Saddle, with a quilted Dearskin Seat, a dark blue Cloth Housen, bound with Russet Leather ; Whoever has or shall take up said Mare, and will bring her with the Saddle to said Henchman, shall be by him handsomely rewarded, and all necessary Charges paid. Lynn, Nov. 17, 1759.

Boston Evening Gazette, Nov. 19, 1759.

Last Wednesday Night a Fishing Schooner belonging to Cape-Ann got on Ipswich Bar and was lost, but the People saved—Another Fishing Schooner belonging to the same Place founder'd at Sea, the People lost.—A Third belonging to the same Place lost on the Isle of Sable, the People saved.

Boston Evening Gazette, Nov. 26, 1759.

ADVERTISEMENT

Whereas the Proprietors of the Common Lands of New Marblehead, in the County of York, at their meeting by Adjournment the 24th of May last, agreed upon and ordered a Tax of £91.10s. to be paid on the said Proprietors in Proportion to their respective Interests in said Lands being assessed at 30s. each Original Right; viz. £18 thereof for assisting the inhabitants to Support Preaching there: The residue to discharge the Proprietors Debts for repairing Highways, &c. to be collected by Mr. John Wright, and paid into the Proprietors Treasury by the First Day of October then next and now past; which Tax was published by posting the same at the said New Marblehead, and in the Shire Town of the County of York, and inserted in one of the publick Newspapers more than Sixty Days before the first Day of October; yet many of the said Proprietors have neglected to pay the same: Notice is hereby given "That the Assessors of the said Tax have agreed to meet at the dwelling of Mr. John Read, Innholder in Marblehead, in the County of Essex on Thursday the 17th Day of April next, at Four of the Clock Afternoon, then and there by publick Vendue, to sell for Payment of said Tax and necessary intervening Charges, so much as shall be necessary, of the Common Lands, belonging to the Home Lots, following, viz. No. 2 drawn by Calley Wright, No. 4 by George Pigot, No. 14 by Nicholas Edgcomb, No. 16 by James Sharer, No. 18 by Benjamin Dogde, No. 22 by Richard Reed, No. 27 by Moses Calley, No. 31 by James Skinner, No. 41 by John Oulton, Esq., No. 47 by Joseph Griffin, No. 48 by Joseph Smethurst, No. 53 by Andrew Tucker, No. 56 by John Holman, No. 62 by Isaac Turner,

unless Payment be made before that Time, to the said John Wright, or to Mr. William Goodwin Treasurer to said Proprietors. "

Boston Evening Gazette, Dec. 17, 1759.

Tuesday the 11th ultimo, departed this Life, DR. JONATHAN PRINCE of Salem, in the 26th Year of his Age; His Death is greatly lamented.

Boston Evening Gazette, Dec. 24, 1759.

A Chest with same Clothing, left in a Store ; the Owner may have it again, paying the Charges, by enquiring of Henry Titcomb of Newbury.

Boston Evening Gazette, Dec. 31, 1759.

Last Monday Evening, Capt. Willis arrived here after a tedious Passage of 32 Days from Louisbourg, having met with very hard Gales of Wind, and bad Weather, which drove him to the Southward as far as Lat. 36. On the 27th of December coming over the South Shoal of Georges in six fathom Water and bad Weather he spoke with Capt. Randell in a Sloop laden with Salt, from St. Martins bound to Newbury : who told him he had been out 35 Days and had likewise met with terrible Weather, in which he sprung his Mast, had his Sails almost tore to Pieces, and lost above 200 Bushels of Salt ; his Men were all froze, except two, and were not able to stand the Deck ; but what made his Condition still worse was their being almost destitute of Provisions, having been at an Allowance for some Time, and no Candles on board. Capt. Randell beg'd of Capt. Willis not to leave him, but a Snow Storm and hard Gale of Wind coming on soon after, Capt. Willis was drove out of Sight, and saw nothing of him after.

Boston Evening Gazette, Jan. 14, 1760.

Lost between Salem and Boston, or at Boston, the 16th instant, a midling Siz'd Silver Watch, with a Iron Wier Chain, and the Inside glazed ; If any person has taken up

said Watch, and will bring it to the Printer's hereof, they shall have Three Dollars Reward.

Boston Evening Gazette, Jan. 21, 1760.

We hear from Wenham, That about the 15th of December ult. Ruth Porter a Girl about 13 years of Age, Daughter of Mr. Daniel Porter of that Town, was taken ill with the Small Pox, her Parents (not in the least suspecting her Illness to be the Small Pox) sent for Dr. Caleb Ray of Danvers, who concluded she had a Fever, but in 4 or 5 Days Time, an Eruption of Pussule's breaking out in her Face, Breast, Arms, &c. convinced the Doctor of his Mistake; but too late for him or the Family to escape the Infection, of which they were all Partakers, and of which the abovesaid Mr. Porter died the 5th Instant much lamented; He has left a sorrowful Widow and five small Children, who have all had the Distemper, and are getting up again. The said Dr. Ray died the 10th Inst. in the 33d Year of his Age, much lamented; as a kind Husband, a tender Father, a good Friend and skilful Physician.—'Tis remarkable the said Porter lived in a remote Part of that Town, where there had been no Traveller, nor had they brought any Thing into the House which could communicate the abovesaid Distemper; neither had his Daughter been out of Town, or scarcely from Home for four Months past.

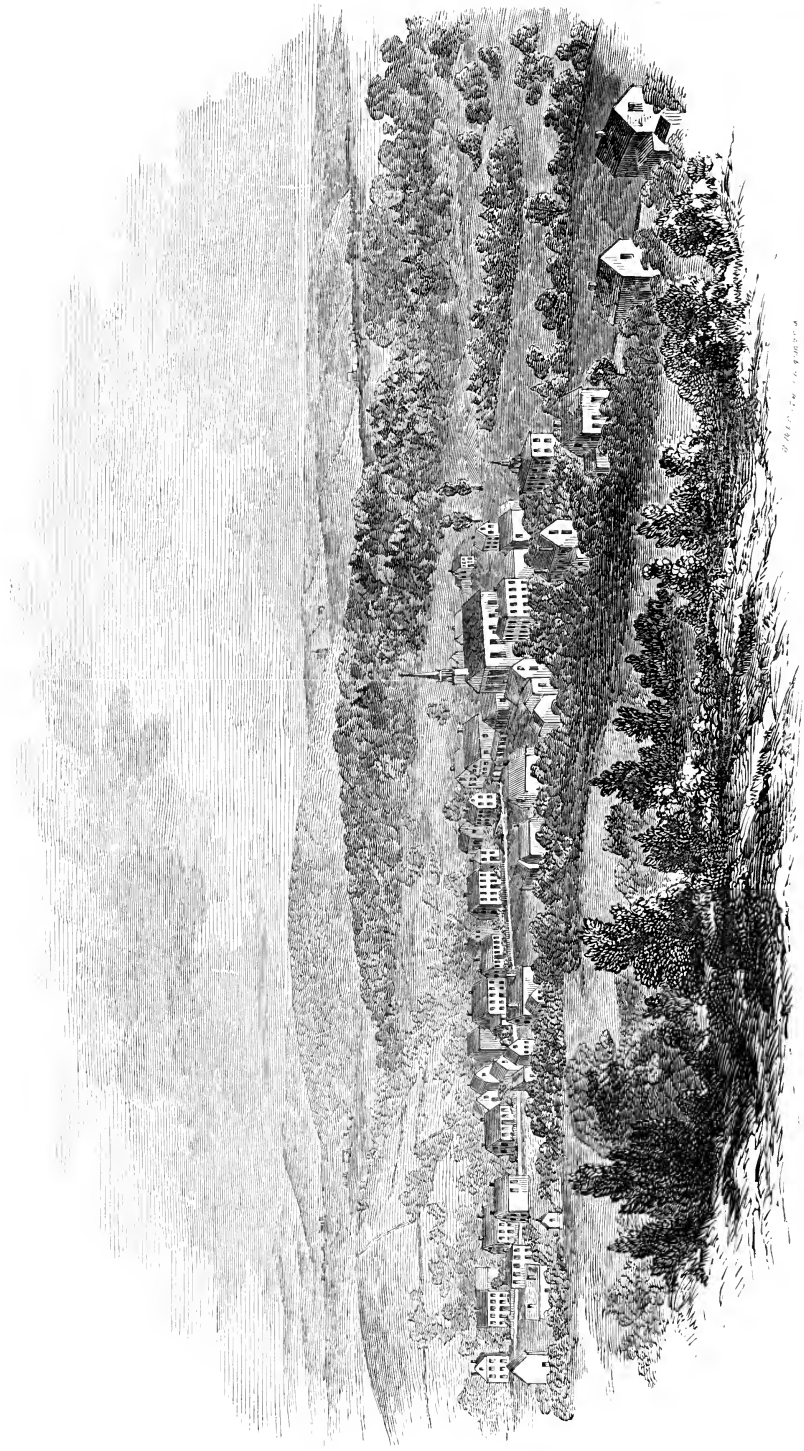
Boston Evening Gazette, Jan. 28, 1760.

Last Lord's-Day Morning Sen'night about 3 o'clock an Earthquake was perceived at Salem, Newbury and other adjacent Towns in the County of Essex; the Noise was loud, and continued a considerable Time, but was attended with little or no shaking at those Places.

Boston Evening Gazette, Feb. 11, 1760.

(To be continued.)





THE VILLAGE OF GROVELAND IN 1854, FROM PERRY'S HILL.

HISTORICAL COLLECTIONS
OF THE
ESSEX INSTITUTE

VOL. XLVI.

JULY, 1910

No. 3

THE HOUSES AND BUILDINGS OF
GROVELAND, MASS.

COMPILED IN 1854 BY ALFRED POORE, M. D.

The following account of the houses and buildings in the town of Groveland was prepared in 1854 by the late Alfred Poore, M. D. while he was living in that town. The manuscript seems to have been revised from an earlier collection of notes made by him which is now in the possession of the Essex Institute and as here printed is probably in the completed form intended by the author. The material, however, has been arranged alphabetically by streets as they are named at the present time, but the names of the owners are those who were in possession in the year 1854. The description of the houses follows the natural order of their location on each street.

BARE HILL ROAD.

ADAMS, MOSES, residence of, since his birth, on Bare Hill st. A Marsh lived and died here about 75 or 100 years ago and after that Mr. Adams' grandfather, Samuel and father Samuel died here. Other occupants have been: Mrs. Mace, at 3 different times after 1827. The house was probably built before 1760.

HARRIMAN, NATHANIEL, old place of, on Bare hill, now a part of Samuel Harriman's farm. The house that stood on this place was built by Nathaniel, son of Moses Harriman, about 1810. Here he lived until his death in 1822. Other occupants: J. C. Hoyt, 5 years when first married, also John S. Plummer when first married; Isaac Adams, 1835-41; Samuel Harriman, 1841-2, until he built his house, and after that pulled down the old house and used the material in his buildings.

HARRIMAN, SAMUEL, residence of, since Aug., 1842, on Bare Hill road. This house was built by Bradstreet Plummer for Mr. Harriman in 1842, on the old cellar where stood the dwelling which was built by Mr. Harriman's grandfather, Moses Harriman, before he was married. The land belonged to the latter's father. He occupied it until 1784, then his widow lived there 17 years, after which it was removed to Georgetown by Stephen Wood. Since that time it has been owned by Lake.

HARRIMAN, CHARLES, residence of, since his marriage, on Bare Hill road. Nathaniel Harriman, jr. probably lived in a house on the site of the present dwelling from about 1750 until he died. Later, Abraham Burbank resided here, until he went to J. Colby's place. The present house was built in 1784 by Nathaniel Plummer, who lived in it a few years. Then Rev. Mr. Dutch bought and owned it about 8 years, his parents occupying it until his mother died. Dea. Jackman next bought it and resided there, 1796-1801, when he went to West Haverhill. Samuel, son of Moses Harriman, then bought it and lived there till he died, and it is now occupied by his widow and his son Charles.

HARDY, MOSES, residence of, since 1845, at the corner of Bare Hill st. and Seven Star road at Hale's corner. This place is owned by David Hardy, but the old house on this site which was taken down was probably owned by the first Samuel Hale. The shop which stands at the east of the house was once used by a wheelwright and the cham-

ber in the shop used by Mr. Hardy for a shoemaker's shop, was at one time a schoolroom. The present house was built by a Plummer, whose brother Stephen lived in it from about 1780 to 1798, when he went to Derry, N. H. Aaron Chapman from Boxford next owned it and lived there until about 1805, when he went to West Haverhill. Silas Hardy bought it and resided there nearly all of the time until 1844. Other occupants: Jonathan Jewett, before S. Hardy, 1 year; Jonathan Parsons; George W. Cunningham; Isaac Adams, 1830-3; Leonard Wood.

BROAD STREET.

GEORGE, LEVI B., residence of, since 1844, on Broad st. The land was bought of the heirs of Joseph Poor's wife, and Mr. George built his house in 1844.

BYFIELD STREET.

NOYES, ENOCH S., residence of, since Sept., 1847 on Byfield st. This house was built for him in 1847, by Isaac Poor, on land bought of Jonathan Hale.

SAUNDERS, EZEKIEL, residence of, since Apr., 1833, on Byfield st. It is said that Samuel Hale built the western part of this house in 1723, where he resided until he died in 1772. Then Eliphalet, his son, who built the eastern part lived there till he died, about 1802, when Solomon, son of Eliphalet, resided at this place. After he died, about 1820, his widow occupied the western part until 1838, and she sold it to Mr. Saunders in 1832. Other occupants: Benjamin Hardy; Stephen Harvey, who married Eliza, daughter of S. Hale; Nathaniel Andrews, at the same time as Harvey; and Enoch S. Noyes, 1838-47.

CENTRE STREET.

Now comprising Boxford Road and County Road.

RICKER, ALEX. C., residence of, since Apr., 1852, on County road. Solomon Tenny built this house, the frame of the house and barn being raised on June 15, 1761.

Here he lived from June 15, 1762 until he sold it in 181—to his grandson, Capt. John Tenny, who occupied it from 1820-1. The latter sold it to the town of Bradford in 1821, and after the division of the town Bradford and Groveland, sold out to Mr. Ricker in 1851. Occupants besides above: Samuel, son of Solomon Tenny, 1786-97; and Savary, another son, when first married; Benjamin Burbank, 1818-22; Benjamin Hardy; Samuel, a brother to B. Burbank, 1819; Samuel Kimball; Moses Cole, 1826-32; Benjamin Chase; Jedediah Saunders; James Currier; David Hardy, 1840-51. Since Mr. Ricker has owned it, John O. Brown, 1852-4; Thomas N. Crombee, 1852-3; Robert R. Keen, Mar. to July, 1854; Joseph R. Willis; George W. Hills.

BROWN, JOHN O., residence of, in Alex. C. Ricker's house on County road.

BURBANK, THOMAS, residence of, since his birth, at Burbank's corner. This is the place where Eleazer Burbank probably settled about 1707. He died in 1759, since which time his son John and grandson Nathan have lived and died there. Now Thomas, son of Nathan, with his family, lives on the place. Paul Stickney resided in the house a short time about 1835, and Leonard Hardy, 1845-8.

STICKNEY, JOHN, CAPT., residence of, since he was married in Jan., 1816, on County road, west of Burbank's corner. He built this house on his father's land in 1815.

STICKNEY, MOSES, residence of, since his marriage on Jan. 18, 1853, westerly of his father's house on County road. This house, which Mr. Stickney built in 1852, stands on the site of an old house, a part of which is removed to the opposite side of the street and repaired for a carriage house. The old house was occupied by his grandfather and perhaps others of the Stickney family before him, and here he lived and died. Thomas W., son of Joseph M. Stickney, lived in the old house from 1844-5.

HARDY, JOHN B., residence of, on County road, since 1829. From where John Page's shop now stands, Mr. Hardy removed a building which, with additions, made his present dwelling. Benj. G. Hinkson once lived there a short time.

HARDY, JONATHAN B., residence of, since Apr., 1854, in a house that he made from a shop which belonged to Holmes, and stood in Georgetown, on Salem road. He removed and set it on land that he bought of his father.

FACTORY OF THE GROVELAND MILL COMPANY, on Johnson's brook. This building stands where Carleton's Grist mill formerly stood and was originally built for a Machine shop, with a Brass Foundry, by W^m Perry, about 1840. Afterwards it was owned and occupied by Swett & Perry of Exeter for the manufacture of shoe thread and twine, and in March, 1853, they sold out the concern to the present company, viz.: E. A. Straw and M. G. J. Tewksbury of Manchester, N. H., and Nathaniel Webster of Amesbury, who manufacture meal bags without seams. They enlarged the building in 1854 and put in steam power to be used when the water fails in dry time; length 142 ft. by about an average of 50 ft. in width.

FOUNDRY. A brass foundry was made and used by W^m Perry before 1840 (the frame was raised Apr. 2, 1837), and before that Stephen Foster and perhaps others used to manufacture bells and buckles in the Groveland part of Bradford.

OCEAN HOUSE, on the shore of the Factory mill-pond of the Groveland mill company, was built in 1843 for two families. It has been let to the following persons: W. L. Parker, 1844-6; William Lacock, an Englishman; John Bean, 1844-6; William Walker, and afterwards Joseph Benson, who married William Walker's widow; Daniel Dodson; Quealy & Murphy, when they were building the Newburyport railroad; Samuel B. Jones in 1852; George N. Kimball, 1852-3; Thomas W. Perkins, 1852-3;

William Nichols in 1853; Edward F. Tuttle, 1853-4; Joseph F. Tuttle and E. B. Stickney.

STICKNEY, ERASTUS B., residence of, at the Ocean house near the factory, since May, 1854. Mr. Stickney has a house lot on Chestnut St., where he is building a cellar.

BALCH, BENJAMIN, late residence of, on Factory corner, now owned by the Groveland Mill Company. Formerly this place was owned by Daniel, son of Robert Mulliken. The house was made, with additions, from the house owned by Ephraim Hardy that stood near Jewett's crossing. Mr. Mulliken left it to his daughter who married Benjamin Balch for her second husband and they lived there until they removed to Bradford to live with their daughter Morse, in 1845. Since that, the occupants have been James A. Banks, 1845; William Moore, 1846; James Spurr, 1847; Enoch H. Kimball, 1850; Benajah Burns, 1851-2; William Reed; John H. Hardy, 1852-3; and John W. Kelly, 1852.

BAILEY, NATHANIEL, the sheepskin dresser, lived on the old Boxford road near the factory corner until he went to live with David Spofford, his wife's father, in Townsend.

PEABODY, CHARLES, residence of, since 1845, on the old Boxford road, near Peabody's corner. Near where this house was built in 1845 was a house, it is said, which was occupied by Thomas Kimball, who was shot by the Indians and his wife and children carried to Andover. Mr. Kimball's Blacksmith shop stood on the opposite side of the way.

CHESTNUT STREET.

HOPKINSON, EDWIN, residence of, since Nov. 3, 1851, on Chestnut st. The house was built in 1851.

LANGLEY, WARREN, house of, where Rev. Mr. Wasson now lives on Chestnut St. His brother Frank built this house in 1850, before he went to California. The carpenter was Eli Knox.

GOODWIN, ELEAZER P., residence of, since 1853, in the house that he built in the winter of 1852-3, corner of Chestnut and Perry sts.

CROSS STREET.

FEGAN, JOHN, residence of, since Mar. 11, 1853, on Cross st. Mr. Fegan moved into this house the next day after Moses D. Morse left it. The latter built it from a building brought from the Porter place in Bradford and lived in it from June, 1852, until he removed to Haverhill.

ELM PARK.

Now comprising Ash Street, Elm Street, and Common Street.

LADD, NATHANIEL, DEA., office of, on Elm st., near his residence. He gives his attention to surveying, probate and other business which may be required of a Justice of the Peace, and is Secretary and Clerk of a number of institutions. The building was originally used by him for a blacksmith's shop but removed a short distance when the common was laid out by the Corporation. Gorham P. Tandy manufactures shoes in the other part of the building, where others besides himself have heretofore carried on that business; also John Downing carried on the tailoring business here in 1847.

Goss, ALLEN H., residence of, since Mar., 1842, on Elm st., which he bought in 1842. William Henry of Boxford built it in 1832 to let, and the following have been the occupants, viz.: Edwin Hopkinson, 1832; John Goss; Allen H. Goss, when married, 1834-8; William Churden, an Irish tailor; Samuel B. Hardy; William Hopkinson, 1834-40; William Lydston, 1837-41; Thomas M. Hop-

kinson, 1843-4; William Fowler, 1844-5; Mrs. Kimball, George Huntress' daughter; widow of William Danforth; J. B. Sanborn, Dec., 1851, to July, 1854. Mr. Goss kept a livery stable here ten years, but has removed this business to Haverhill, and lets his stable to Clarke & Rundlett. Mr. Sanborn's place of business is on Ash St., opposite Goss' house, where he has carried on blacksmithing most of the time since July, 1849. This shop was built in 1837. William Lydston worked here about three years, and then R. P. Hovey occupied it as a wheelwright shop for several years. It is now owned by George Hudson.

HOPKINSON, WILLIAM, residence of, since Nov., 1840, on Elm st. He built the house in 1840.

TANDY, GORHAM P., residence of, since 1836, on Elm st. He built a house in 1835 and lived in it from September to December, when it was destroyed by fire. In 1836, he built the present dwelling on the same site. He has let a part of this house to Benjamin K. Hovey, 1836-7; Rev. Mosley Dwight, a short time in 1837; Rev. Apaulus Hale, 1837-9; Rev. William Ramsdell, Barak Bragdon, 1841-5.

HUDSON, GEORGE, residence of, since Nov. 6, 1849, when his house was built on Ash st. The house frame was raised on July 16th, Isaac Poor, Carpenter.

STICKNEY, LEONARD W., residence of, since May 28, 1849, on Ash st. A building was put up by Mr. Stickney near his father's house on Cannon hill, in 1845, a part of which he used as a shoe manufactory until the winter of 1848-9, when he removed it to the present location and made it into a dwelling house, using a part of the addition for his old business. Mr. Stickney removed to Illinois on Oct. 24, 1854. Orren L. Gatchel lived in the house with him a few months before Sept. 5, 1854 and Luther K. Pemberton moved into the house on Sept. 28, 1854.

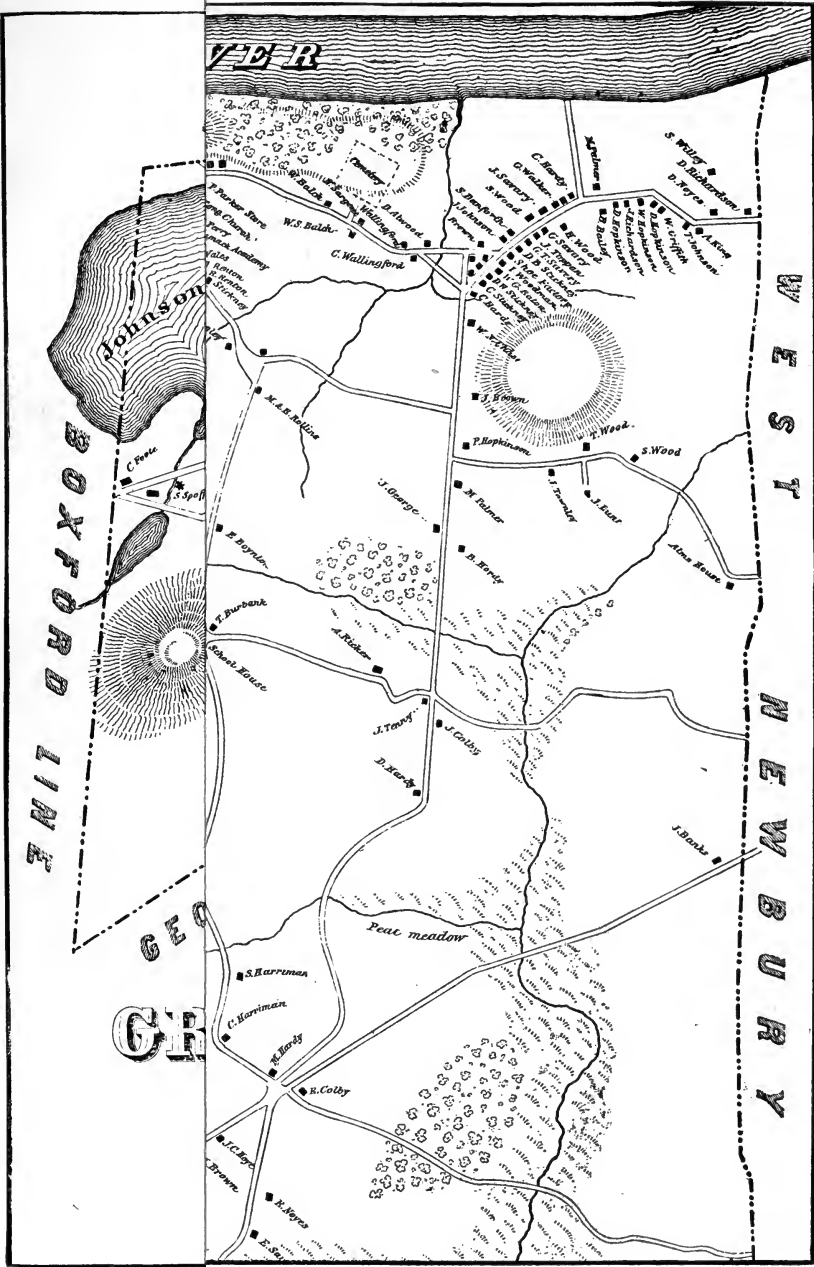
V D R

WEST NEWBURY

BOXFORD LINE

GEORGETOWN

JOHNSON





CLARKE, ELLIAH, residence of, since 1837, on Elm st. This cottage was made from a building made by William Hopkinson, in which he manufactured tobacco. Next his brother Ira used it for a currier's shop, near W. S. Balch's; after that, T. Greenough, together with J. I. Ladd, moved it to where N. H. Griffith's shop stands and made a trading shop of it; then Elijah Clarke, jr., bought and removed it to his land, in 1837, and has, by enlarging, made a dwelling for his parents.

CLARK, ELIJAH, JR., residence of, since June, 1842, on Elm st. The house was made from a building which stood near Manly Hardy's house, which was built first for a storehouse and for ship carpenter's tools, etc., by Jonathan Stevens. Uriah Hopkinson was employed to make it into a dwelling, and since that he has built a barn and other additions. Mr. Clark bought the land of the corporation.

ROGERS, JAMES V., residence of, since 1851, on Ash st. This house was built in 1844 by Dr. Spofford, and R. P. Hovey occupied it until he died in 1850. After that, Rev. B. Morse owned it a while and sold to Mr. Rogers, who built an addition in 1854. Other occupants: Robert Bulmer, 1850; Mrs. Almyra Swett, 1851; and George W. Rice, 1851-3.

INDEPENDENT CHURCH, situated between Ash and Elm sts., with corporation common in front, was owned by the Methodist Society until the present occupants took possession of it in 1853. It was built in 1833, the frame being raised on May 11 of that year, at a cost of about \$2500, and in 1853-4 it was thoroughly repaired inside.

MORSE, BRYAN, REV., residence of, on Ash st., opposite the church, where he formerly preached. He built this house and occupied it Oct. 24, 1848. Mr. Morse has let the basement of his house to John Cabban, Henry Story, Moses D. Morse, and Benjamin Morse, his cousin, 1853-4.

HARDY, LUTHER, residence of, Ash st., since Nov. 27, 1843. Gardner Spofford built this house for a currier's shop, above William Parker's house on Parker street, and in 1843 Mr. Hardy removed it to the present place, and has since lived there.

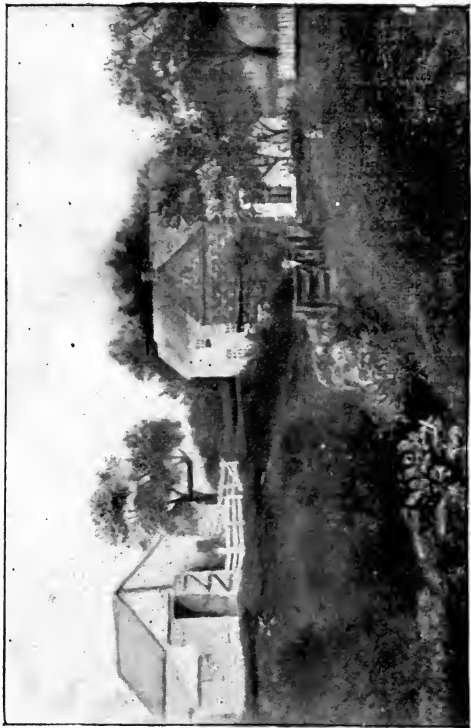
BURBANK, JOHN T., residence of, since June, 1846, Elm st. Mr. Burbank bought his land of "the corporation" and removed his house from Main st., where J. Morris Spofford's house stands, on June 20, 1846. It came into his possession from his wife's father.

HUNTRESS, GEORGE, residence of, since 1849, on Elm st. The frame was raised on June 4, 1849, and B. E. Merrill was the carpenter.

GARRISON STREET.

Formerly named High Street.

FOSTER MANSION, on High st., was, it is said, a garrison house. Here Samuel Wood lived after he was married to Ruth, widow of Joseph Hardy, in 1749, who probably came into possession of it through her husband. It was a part of the original Hardy lot, and since the house was first built there have been many additions made to it. Stephen Foster married Mr. Wood's daughter and resided there till he died, and since then his children and grandchildren have owned and lived in it. About a score constantly dwell in this mansion. Among the occupants since S. Foster have been his son Samuel, 1807-9 and 1829, until he died, since then his widow and children; Nathan Ordway, about 1820; Abner Bailey, 1818-9; William Hopkinson, 1826-9; William Fields; Jonathan Langley, 1827 and 1831-4; Benjamin F. Howard; Thomas Savary, about 1835; Burton E. Merrill, 1838-40; John Page, 1834-9; widow of L. Hovey, 1839-42; James L. Wales and Dean Parker, since his marriage; Charles B. Somes, 1852-54; James N. Jameson and Eben S. Page; also David Palmer.



OLD GARRISON HOUSE, 1704-1854, CANNON HILL
Garrison Street, Groveland, Mass.

JAMESON, JAMES N., residence of, since 1853, in one part of the Foster mansion, High st.

PARKER, DEAN, residence of, on High st., in the Foster mansion, since Apr., 1841.

RENTON, JOHN A., residence of, since his house was built in 1846, on High st. Others who have occupied this house with him: George W. Hills, 1849-51; David Erving, 1848-9; Robert Bulmer, 1851; widow of William Danforth, 1851-2; and now his sister, Rebecca D. Palmer.

RENTON, RICHARD, residence of, since Nov. 14, 1832, on High st. The old house which was taken down in the spring of 1854 was built by Samuel Stickney in 1703-4, it being probably the second house on the Stickney lot, built of plank, with one end of brick. An addition was made to the first part when Capt. Thomas Stickney was married, about 1762. Capt. Stickney died there, and upon the death of his widow in 1815, Dea. Daniel, his son, bought it, and immediately sold it to Phillip Tenny, who, in turn, sold it to Aaron Atwood, in 1820. Mr. Atwood owned and occupied it till 1830. Other occupants: Eliphalet Danforth, 1816-20; William N. Chase, 1830-2; Mancil Hardy, about 1826; Benjamin Howard. William Craton once owned the place. Mr. Renton's daughter, Mrs. Martino, has built a new house a few feet back of where the old one stood. The frame was raised on May 30, 1854, and they moved in the 13th of October following.

RENTON, GEORGE K., has built a house on High st., which was commenced in the autumn of 1853, and occupied on Oct. 19, 1854. Henry L. Hovey moved in June 8, 1855.

STICKNEY, JOSEPH M., residence of, since 1806, on Cannon hill, High st. In 1806, about the time of Mr. Stickney's second marriage, he made the easterly part of his house from a small building used by Dea. P. Carleton

when they were building the meeting house in 1790, and afterwards, before the meeting house was warmed by stoves, as a place to keep warm between services on Sunday. It has since been enlarged. Others who have occupied it have been William N. Chase, who married Stickney's daughter, 1832-4; and Mrs. Sarah Smith, a short time after Mr. Chase moved out in Sept., 1834.

SAWYER HOUSE is situated on Cannon hill, High st., and is owned by Reuben Sawyer and his sister, widow of Samuel Ordway. It was owned many years ago by Samuel Stickney, a descendant of the original settler on the lot. Afterwards Nathaniel Balch bought it and lived there until 1799, when he sold it to Lt. Silas Hopkinson, who occupied it 20 years. Jacob Sawyer of Newbury bought it in 1817-8, lived there about 10 years, and after he died it was divided among his children. Others who have occupied the house are the following: Dr. Seth Jewett, with his father-in-law Balch; Samuel, son of Mr. Balch, before Dr. Jewett; William Hopkinson, 1815-8; Eben Hopkinson, about seven years, previous to 1820; Samuel Burbank, 1820-1; Mancil Hardy; Jonathan Langley, 1825-6, 1828-31, and 1834-6; William Sawyer, son of Jacob; Luther Hardy, 1827-8; Sewall Hardy, 1833-4, at the time the house caught fire; Hiram Rogers; Enoch Adams; William Fowler, 1835-8; John P. Richardson; Isaac Adams, 1841-3; Josiah L. Ricker, about 1842; Rufus H. Wood; John Hammond; John S. Ricker; Charles P. Savary; Alexander C. Ricker; George Andrews, 1851; Charles W. Wentworth, 1852-3; Elbridge A. Richardson, Apr. to Aug., 1853; and Richard Renton, while his new house was building, in 1854.

LANGLEY, JONATHAN, residence of, since Apr. 30, 1845, by Rollins's corner, High St. He built his house in 1844-5, on land which his wife had of her father. Charles Hardy was the carpenter. This year (1854) he is building a barn near Rollins.

NEWTON, LAVINIA, WIDOW, residence of, since 1841, north of Rollins corner. Rev. William Balch bought this

place for his son Nathaniel, who lived there from the time of his marriage. Jesse Atwood bought it about 1783. He resided there until about 1800, and then Jonathan, son of Dea. William Balch, bought and occupied it until he died, on Apr. 4, 1838. His widow and her daughter, Smith owned it until she also died, on July 15, 1850. Jonathan Balch's son resided on the place, 1829 and 1838-9. Capt. John D. Cook bought and occupied the place in 1838, then sold out to Silas H. Newton, who resided here from 1841 till Aug., 1852, and whose family still reside here.

GROVE STREET.

STICKNEY, JOSEPH P., residence of, since Sept. 27, 1851, on Grove st. Mr. Stickney built this house on land that he bought of Dr. Spofford, N. H. Griffith and others, in 1851. Mr. Felch was the carpenter.

MORRILL, STANWOOD R. He bought his house of W. Reed when the latter left town in June, 1854. The house was built by Reed in 1851, and the shop in 1852. Mr. Felch was the carpenter.

SANBORN, JEREMIAH B., residence of, since the summer of 1854, in the house on Grove St. owned by S. R. Morrill.

GARDNER STREET.

Now comprising Liberty Street and Perry Street.

CLARK, JUDITH, WIDOW, bought of Mr. Perry 1-4 acre of land on the northerly side of Perry st., built a house, and moved into it Sept. 5, 1854.

BRAGDON, BARAK, residence of, since 1845, south of Corporation Common. Mr. Bragdon built his house on land that he bought of the corporation in 1845. He is a blacksmith, and his shop is on Junction corner.

MITCHELL, CHARLES, residence of, since Dec. 2, 1853, in the house that he built on Liberty street in 1853. The house was raised in June, and the barn was raised on Jan. 20, 1854. Eli Knox was the carpenter.

J. B. LITTLE ROAD.

BANKS, JOSEPH, residence of, since May, 1849. Mr. Banks bought his cottage of John George's mother and removed it from West Newbury to land that he had of Moody M. Palmer, which is a part of the old Bailey lot on J. B. Little st.

COLBY, ELIPHALET H., residence of, since 1848, at Hale's corner. Many years ago David Hale built a house on the spot where this one now stands, one end of which was composed of brick that was made, it is said, on Brown Island. After Mr. Hale died his son Jonathan, the Quaker, took down the old house and built the present one in 1805. Upon his death, his widow lived in it, and Eben, son of Jonathan, sold it to Mr. Colby in 1847. The following, besides the above, have occupied it, viz: David Sawyer, 1 year; Sarah, daughter of Stephen Morse, 2 years; Samuel Adams, jr., 1831-3; Follansbee Noyes, 1833-4; Jacob Hurl, 1835-6; Jonathan Langley, 1836-8; Eliphalet Sargent, 1838-45; True Brown, 1845-7; James Griffith; Joseph Hoyt, 1847-8; and Benj: F. Crombee, since 1851.

BAPTIST MEETING HOUSE. This house formerly stood at Hale's corner, on the point of land now owned by Charles Harriman, made by the Byfield and Georgetown roads.

HOYT, JOHN C., residence of, on J. B. Little road, since Apr., 1837. Occupants of this house have been: Mr. Hoyt, 2 years from the time it was built in 1832; Enoch S. Noyes, 1835-7; also at same time, Josiah Plummer and Albert, son of Thomas Nelson.



CONGREGATIONAL CHURCH AND PERRY PARK, GROVELAND, MASS.

BROWN, JOSEPH N., residence of, since 1834, on J. B. Little st. Probably Eldad Cheney, who came to Bradford about 1710 lived on this place. After that, Ichabod, son of Eldad, lived there, who died about 1796, aged 87 years. Then Daniel, son of Ichabod, resided there until he died. Soon after that Mr. Brown bought the place. At one time Samuel Jewett lived there.

KING STREET.

THE PARKER STORE on the east corner of Main and King streets is an enlargement of the building which his grandfather built. The original building was 40 by 20 feet and stood 26 feet west of the present location until 1849, when it was removed, raised 4 feet, placed over a cellar, made 30 feet wide, lengthened on Main street to 70 feet, new roofed, and so arranged inside as to be convenient for the display of goods. A greater variety of goods cannot be found. It was here that his father and grandfather formerly kept a store of a similar character.

SOMES, CHARLES B., residence of, King st., since June, 1854.

VESTRY OF THE CONGREGATIONAL SOCIETY, situated near the church, was built originally on Union street, between Hovey and Hopkinson, in 1837, and in 1849-50 was removed, repaired and enlarged to twice its size. Since the town was incorporated it has also been used for town meetings.

CONGREGATIONAL CHURCH EDIFICE, situated on the North Easterly side of the common near Peter Parker's corner at the entrance of King street, was built on the common fronting Main st. in 1790. It was repaired and modernized inside in 1835-6 and removed from the common to the present place in 1849. It was then thoroughly repaired, outside and inside, with additions, increasing the pews 16 in number.

PERRY, G. B., REV. DR., residence of, since 1817, on King st. Mr. Perry built his house in 1816-7, and it is the first brick house built in this town.

BALCH, JONATHAN, residence of, since Sept. 2, 1839, on King st. Mr. Balch built the house in 1839, the shop in 1849, and the barn in 1852. Other occupants have been: G. N. Parker, 1841-2 and 1845; A. M. Merrill and E. S. Page, 4 months in 1843 and C. P. Savary, 1850-2.

ACADEMY, MERRIMACK, erected in 1821 on King st. 28 rods from P. Parker's corner. The frame was raised July 7, 1821, and Nov. 14, the building was dedicated. Land was bought of Moses Parker. The size of the building was 24 by 40 ft., two stories, the upper one in one room called the academy hall and the lower one divided by the entry into two rooms and the same order remains to this day. The frame and much of the lumber was rafted down the Merrimac river from Goffstown, N. H. Sylvanus Hardy was the master builder.

QUIMBY, JOHN N., residence of, since 1831, on King st. The house was built by Capt. Goss for his nephew, John E. Goss, in 1826. The cellar was made by Elijah Clark and James Hardy and the frame was raised on Apr. 18, 1826. J. E. Goss resided there until 1831, when Mr. Quimby bought it. Others who have occupied it have been: Hannah Ordway, at same time as Goss; Samuel Williams, 1835; Widow of Leonard Hovey, 1836; Widow of William Balch, 1843; and Widow of William Danforth, 1845-8.

HUNTRESS, A. J., residence of, since Dec. 31, 1850, on King st. The house was built by B. E. Merrill in 1850, on land bought of Mr. Perry. Mr. Huntress manufactures shoes in Mechanics Hall, Main street.

(To be continued.)

JOURNAL OF COL. ARCHELAUS FULLER OF
MIDDLETON, MASS., IN THE EXPEDITION
AGAINST TICONDEROGA IN 1758.

FROM THE ORIGINAL FORMERLY IN THE POSSESSION OF
MRS. MARTHA J. AVERILL OF MIDDLETON.

Col. Archelaus Fuller was the son of Benjamin and Mary Fuller, and was born May 4, 1727, in Middleton. He married first, Aug. 10, 1752, Hannah Richardson, and, second, April 17, 1759, Mrs. Betsey (Dale) Putnam of Danvers. He saw service in the French and Indian war, and in 1759 was lieutenant in the local military company. February 1st, 1775, he was chosen representative from Middleton to the Provincial Congress to be held at Cambridge. He was acting 2nd major of his regiment at the battle of Lexington, and was made 1st major of the 8th Essex Co. regiment on Feb. 8, 1776. On the 26th of the following June he became lieutenant-colonel in Col. Wigglesworth's regiment, and died of small pox Aug. 25, 1776, at Charlestown, N. H., during the campaign against Ticonderoga.

The towns marched thro—Middleton, Lynnend, Reding, Whoborne, Lexintown, Concord, Sutbury, Molbrowe, Westbuary, Susbrery, Worster, Lister, Spenser, Brookfield, Wearriene, Cold Spring, Hadley, Northampton, Pauntusek, Grean bush, Flat Bush, Albany, Wiseconna, Skenaeat, Halfmoon, Stellwarter, Saratoge, Fortmeler, Fort Edward, Lake George, Ticonderog. No further that way, But returned To the Lake again.

May y^e 25, 1758. A cornet of a company of men one-100 commanded By Capt Andrew Fuller in Conlo Bagly's Rigament.

May y^e 25. We marched from Middleton about fore o'clock & arived at Linend about darck at Lanlord Brown's whear we tared all night.

The 26 was a Rane morning. We tared about tow ours thar, that morning the company marched. I went back after som men thet ded not come up that knight. I found the men and came up weth the compenay at Concord, tarred all knight at Landlord Ros.

Satterday y^e 27, We marched to Sutbrey, halted at Landlord rises. from thence we marched to mr houes at Molbrey, arived there about foor a'clock, whear we tarried all knight.

Sonday y^e 28, we went to meten- Mr. *Simen* [?] Minerd Preached his tex was in theseloneas y^e 1^o 2^v in the afternoon we marched to Westbery, holted at Landlord agors, then marched to Shusebrey to Capt. Stones whear we tared all knight, from thence to Woster.

Monday ye 29th when we took out our stors, marched about about three miles, tared all knight.

tuesday y^e 30 we marched to Lecter, to Landlord Limes, halted ther, marched from thence to Capt. Buckminsters. Dined there, marched to Newcome, loged there.

31, from thence to Wier Reaver, halted from thence to Colspring to CaptDevits, halted, it was a vary rane Day, tarad thare all knight.

Ye 1 Day of June. We marched from Devits, went to Hadley, Logeg thar.

the 2nd Day we was Belated out theare.

3d Day we stead thar, feared Exseding well, tared there till the six Day of June. Marched ouer then to North hamton, beleted, out there.

7, where we Renewed ouer Stors & soldiers & Bullets for them that had goons.

the 8 day we tared thare.

the 9 day we marched out of Northamton, and marched about twelve miles to the Cafe house, so called, holted thare and dined about tow a clock, wheare all knight.

10 day, we marche in the morning about three miles, halted, marched about foore miles, wheare we dined,

marched about six miles, holted thare, camped thar all knight, we had very good camps all the way when wanted them. tow compenies In Camp neare by.

Sunday ye 11 day we marched in the morning about thre mils, halted and eate brekforst marched about fore mils, holtted whear we dind. mached, it thondred and rain were queck. We holted whear we had good camps, marched and had bad travele, fine land all the way threw the wods arived at pantosek* before knight, had good camps all our men well, but only one or tew a lettell lame by sprane and tew men we left at Hadley sek. then a verey fean morneing we marched five mils to another fort, holted, from thence about 15 mils Place wheare a hous wafs Burnt down a lettell while afore by the Indjons. that day we had verey bad traueing, and camped thare.

Tuesday ye 13 marched about 14 mils to the half way hous, colled on the grat Rod wech we rejoist to there tared all knight.

Wensday y^e 14, marched to greanbush holted a lettell Before we came into the town till the Riggemint coame up then marched in to town in order. Drew Stors for Seven Dais taried thare all knight.

Thursday y^e 13 we marched to the flats above Albeany about 7 mils whear we tared all knight.

Friday ye 16 we tarred all night.

Satherday we Reseued 50 gons more, tared all night.

Sonday y^e 18 day we tared there, went to meting mr. Cleaueland† Pret which was our chaplan his text was in Dutrenom ye 23^o & 12 vearse. Went to meting in the afternon.

Monday y^e 19 day we marched went over there to Albany side whear we Reseavd Eleuen more arms then marched with the hol bettaleon threw Miscoyeung to Senacade wheare we taried all knight. it was about 20 miles, it was a very fine place, very good land, it lais upon the Mohock River so called.

Tuesday ye 20, we tared there all day.

Wednesday ye 21, we tared thar all day, and took out stors for seven days.

* In another account, "cant husik fort."

† Rev. John Cleaveland of Chebacco Parish, Ipswich.

Thursday ye 22, before day there came Orders for one company & half to march to the half Moon, there came in nus that there was an army of frinch and ingains comen down.

friday (23) we tarade thar all day and all knight. At night thar came nues in to march to fort Edward.

Sattarday y^e 24, we mostered very early in the morning in order to march about nine of the clock, one of Cap^t Taplins men was exercising the firlock, shot one of Capt Morses men, threw the body so that he died in about tow ouers, shot one more threw the leg, shot one more threw the gacet,* all at one shot. We did not march that day.

Sunday y^e 25 we marched to the half mone. it was a very hot day we arrived thuir about one half an hour ni whear we was obliged to mak our tents it did rain ther som that knight.

Monday ye 26. I was very porly it wass a rane morning we taraid thair all knight.

Tuesday y^e 27. We marched very early in the morning to Stell Warter holted thear and took out our pack out of the waggans and got them into a scow and Insin Holt, went with them about fore mills that knight sent the packs of tham that was sick and not abal to carry tham, we marche up the Rever and incamped thair whear the scow stoped.

Wensday y^e 28. Ouer Company marched very aily in the morning. I went in the scow weth the pack up to Saratoga, arrived thair about one o'clock, wheare we took out Stores for tow dais marched out about one mile wheare we camped all knight.

thursday y^e 29. It was a very Plesent morning then we marched for fort Miller and arrived thear about eleave o clock holted whar we had batos to carraw ouer packs up to fort Edward arriued here befor night with the hol Rigo-ment.

Friday y^e 30. We tared there and took out stors for teen Days.

Satterday y^e July y^e 1 we marchd weth the Reiggement up to the laeake wheare fort Weillam hennary was

* Jacket.

taken the year before by the french whear we Jeained the army which was very numeres with a number of battoes and a larg artelerey we took out six tents.

Sunday y^e 2. We tarrad thair all day and Had preche ing thair all knight Rained som that knight.

Monday y^e 3. We tare thear that day and laded our battos.

Tuesday y^e 4. We had ordors to fet eury theing and dres five dais proueshions and be ready to strik our tents by 4 a clock the nex morning.

Wensday y^e 5. We struck our tents very early in the morning it was a very plesent time for us. Not very hot. We went down to the battos the hoal army pushed of the boats about six a clock which was not much less than twenty thousand men, a very plesent sit the army in good helth and hy spiret we went along the lak within about 8 or 10 mils that night haled our battos and whalbots up to the shoer and holted about thre or four ours orders then come for eury man to go abored a emedeatly we pushed of, roed tords the landing place whear we landed aboet nine a clok, a thorsday morning we came up in sit of the landing wheare the frenche had a very larg encampmant. We draw'd up our Rigements, lading pone ouer ors while the battos came up then there was ordors for landing. Mag^r Roggors* with the Rangers & the batomen in whalbots Landed with the gratest Dexterity, the french came downe from theare incampments thay fiared upon them Kelled one ingon and som frenchman thay set thair block house a fire Left thear tent but Destroyed som of thair proueson and Lecars and fled in a grat horay Magor Rogers and the Rangers pursewed them we recovered a grat deele of. wine and brandy shepe torkes & hens lost no men, about 2 a clok the general and Lord How marched with a grat part of the army tords the fort threw the woods wheare the french and Ingons had wata'd by the accout we haue, theare was about thre thousands they Killed Lord How the first shot. Som others whiche was Lamente very much thru out the army we had a very smart ingagement the fire was so smart for som time that the earth trembled

*Major Robert Rogers.

we Killed and took about 300 hondred Droue them back again. Lef^t Hutchinson and myself took thre frenchmen preseners the engagemen held until all most son down we brott in weth the gard one hundred persons Our general and our Cornel and som thousand ded not com in that night, com the next morning very early with more preseners.

Friday y^e 7 the army marched from the Landing our Rigemeint marched on the western sid of the lake holted Lay down to rest before dark orders came for to march on. we marched threw a Large brook uery bad to pas about half the Rigament got to the meils* I was last and lay Down with the other part of the Reg vary wet and cold.

Saterdag y^e 8 very early in the morning we marched after the Regimint came up with them whear we gained the army and now coms on the soreful acount thes onfortenat day Mag^r Rogers was oreded in furst Line then the prouenshuls was ordred in a line from Lake to Lake then the Regelars was to march threw we to open to the right and left in order for them to fors the Brest work we had ordered to keep our ground in order for a resarve fier But before the Reagelers came up the fier began very hot the Regalors hove down thair pak and fixed their bayarnits came up in order stod and fit very coragerly our men droed up very ner and was ordered to make a stand the fit came on very smart it held about eaght ours a sorefull Sit to behold the Ded men and wounded Lay on the ground hauing Som of them legs thir arms and other Lims broken others shot threw the body and very mortly wounded to hear thar cris and se thair bodis lay in blod and the earth trembel with the fier of the smal arms was a mornfull our as ever I saw we marched of the grownd before dark, down to the mils whear we went from in the Day down thair to rest but before day we saw the men marching we got up and loked round and found that the army was cheffy gon we marched after the army came down to the landing befor Sonris pased by wounden men all the way I was very wek & outdon for want of —

*Mills.

Sunday the 9 we embarked very early with our army for Lake George wher we went from Arifed thar before night and peched our tents.

Monday ye 10, we holed som of our bots and land som of our cannans and som of our boms then mortars & some other thengs.

Tuesday y^e 11, we tared and sent up one Hondred men to one of the ilands in the Lake :

Wenesday y^e 12. Tared theire, their came up carts to carry some of the whal lots to fort Edward in order to go to the garman flats. Some of the artellery and some of mortars and shels for thar was a talk of the ingans and french coming over them. Bradstret went that way which thair was no moving for in the army thar went some of the Rigamat that way.

Thursday y^e 13, we tared thar we was ordered to work up pone the hill in order to build a Fort, men worked very dul.

Friday y^e 14. We tared thair onlad our battos with pronesan and other Stors.

Saterday y^e 15, we continued thair.

Sunday y^e 16. We Stell remane thair, the building of the fort was put by.

Monday y^e 17. Our advanc gard on the island spied a whal bot they took one of our whal bots and went out and took them, thay said that thay Desarte from the french and that the french had but ten thousand thair, when our men Ingaged the fort. If our men had got up thair artlery, they mit took the fort as well as not. We haled up the bott and was ordred to buld a brest work al round our campments.

Tusday ye 18 the Brestwork continud buldin. thar was thre of our men got in laid in the woods 7 days 2 was wonded thay was very hongry had no proneshen only a letl flour thay put in to water to drenk.

Wensday y^e 19, thair came in a man that was lost the first day we had our fit he leved the hol of the time on gren leves and nuts he saw no bereys 3 days before he came in he saw 3 Ingons which gave him chas he run and fell down under a log and got clear . he came in bear feet

and bear leg he loke like a corps we was building a stor-hous and ospetell and finshin the brest work.

Thursday y^e 20, our order for some time had been to gard the carts and wagons that day thair was a party went out very early in the morning to go down before the wagans they was beset befor they got to the half wa brok w[here] Coll^o Nikelsis Rigament lay he sent out a paty to help them. Cap^t gone and Cap^t Dakens [?] and Capt Larane and 14 men was keled and scalped 2 Leftn^t one Insin the wagons and a skut with tham went that morning from the lak down to tham that morning and com uppon tham very onexpected and tuk up the ones that was keelled.

Friday y^e 21, we tared thare nothing extrodnrny

Sataday y^e 22, no nus we tared thar.

Sonday y^e 23, we had precheing 2 very good Sarmints.

Monday y^e 24, our sutler was com up I went to work to mak a hous for him to put his stors in.

Tuesday y^e 25 I went to work upon the ospitel with Lef^t Book worked thar that day in thar was one of the Reglars condemned to be hanged that day and was hanged.

Wensday y^e 25, I worked upon the same ospetel.

Thorsday y^e 27 the hol army was ordered under arms to man the Brest work and for the General to vew them nothan extrodnrny hapened that day.

Friday y^e 28, thes day at night thear keam in nus to the Genrel that the inemy had walaidd our carts & Wagans and had cot of and destroyed a large number men about 20 found ded a number more mesing about 15 wonded Keled and taken 2 found scalped. About 140 oxen keled a large quantity of stors and proueshens taken and destroyed. Mager Rogers & Mager Putnam was ordred down the lak with 700 men in order to go as far as Sabaday pint there to strik acrost our to South Bay to met the inemy if poseble.

Saterday y^e 29 thar was a parte Sent Down to the plas whear the meschef was don belo the half way brok at night thare came in nus from the battos that Rogers went of in that the party that was left with them descovered a large number of battos Coming uppon them which thay left the battos and it was said that the battos was taking.

Sunday y^e 30, before it was day there was a party mostle containing about two hundred commanded by Coll^o Liman in the afternone there was 200 mor sent after them that night thar came in nus that the batos was not cot of and Likewis that Magor Rogers and Magor Putnam had returned to the battos had discovered the Enemy but was tow lat they only see tham off in the bay see some of the woman in the battos going off with the enemy.

Monday y^e 31. Some of Rogersis party Brot in one of the Regelars which had Desarted som tim befor Some of the battos came in of the party that was sent out.

Tuesday y^e fust day of August thay was ordred back the hol of them. Orders was for a party of 800 to go to the half way broak take with them thre dais provisson and thair tents thar to reman tel forder orders. He hear they Descovred the Enemy thar a Sondag last. Likwis thair came thre of Rogerses men that was taking last Wenter on the Lak on the eise. they say thay was in Canaday when the nus came that our army was Landed at ticonteroge they said that our Army consisted of thorty thousand men which thair was a grat tumult they raised all the men that was able to go and they that Refused thay put into a presen some of them they Hanged they say that the hol of tham was not sarten. They say that Mount Calm arrived at tianteroge a Sondag morning with 6000 men. When thay found that our Army Was Com of thair was grat Regoising they are got down to the plase whear we landed very numres making exceding strong.

Wensday the 2 this day the party that Coll^o Liman commanded Down the Lake came in one of the battos went by the party in the Night when thay went down the lak the wind being very [strong] thay never see the party nor herd them thay went up so ner whear the french whar that thay saw the tents whear thay war landed.

Tuesday y^e 5 we hear no grat mater of Nus.

Wensday y^e 6, we hear that thay ar making grat preapation to Com to our army.

Thorsday y^e 7. We heard nothing Extrodnary.

Friday y^e 8 Whe had nus from Col^o Brodstreet that

he had took Fort Frontenac and lost but thre men and seven wounded he took 4 vesels 4000 wat of beuer 100 peses of Conan thar was in the fort the Letⁿ governor 154 men the govner has to Redem Col^o Scilo the Rest to Redem our men.

Monday the 21 of August I droed Prousens for myselfe and Joseph Whepel that belongs to Cap^{ts} Whepel's company.

Monday ye 28. I droed prouesens for myself an Whepel and Hascol belonged to Captm Whepal.

Saterdag ye 9 I droued Pronesens for ten men of Coll^o Bagly's Reg^t

Sunday ye 10. Mr. More preached with us in the afternoon.

Monday ye 11. No nus.

Tuesday ye 12. Coll^o Bradstret Come into Albany and Brings News that he has Brot back to the Caring Pleas his men and what thengs he cold that he took, left them wel thear.

Wensday, ye 13. No Nus. Remarkebel.

Thursday ye 14, Mr. Morel & Capt. Foster set out in order to Go to the Lake again.

Friday ye 15 Coll^o Hore & Daniel Foster found a swam of bes.

Saterdag ye 16. We had newes that that was Five Rege^m Com from Cape [Breton] arrived at Boston in order to Com up to the lak.

Sunday ye 17, the men came down seek from lak very fast. We heard it was a uery Seekly time with the Prounshels.

Monday ye 18 thar went by a grat del of prouesens and other Stors in order to go to tiantroge again.

Tuesday ye 20 I Red to town se som men that came down from the Lake that Belonged to our Reg^t

Thorsday ye 21 I was not well. Had a Pain in my hed and Back.

Friday ye 22. I was Better.

Saterdag ye 23. No nus.

Sunday ye 24. Docter Tomson & Ensin Daues Came down from the Lak with Sek men likwis brot orders for me [to] stay and help take car of the Sek.

Monday y^e 25. We went down to Albany with the men and Droed prouesen for them.

Tuesday y^e 26. I got some of them Descharged.

Wensday y^e 27. My Father came up to se me. brogt nus that Timothey Buxton & Joshua Holt & gethro Tomos was Ded & that my cheldren was well & brogt me som money. Thes Day Docter Tomson cam hear to Bord.

Thorsday y^e 28 my father went Hom thar cam down more sek men which was Discharged

Friday y^e 29. Daniel Foster went hom to Andever

Sasterday y^e 30. No nus.

Sunday y^e 1 Day of October. No nus.

Monday y^e 2. I went tew Sanacety* with Dockter Tomson.

Tuesday y^e 3. I came back to my quarters. No nus extrodinary.

Wensday y^e 4, the Troops arrived from Cape breton at Albany, General Amhurst set out to the Lak with heis Bages†

Arived that Night at faretoqa hes trops Incampt At gren Boosh.

Thorsday y^e 5, the general arrived at the Lak.

Friday y^e 6, he tared there

Satarday y^e 7 he fat out back towards Albonay. Lodged at faretoqa all knight.

Sunday y^e 8 he arived at Albony with all his bage.†

Monday y^e 9. I drew pronesens for the seek men that come down. Abner Stiles fet out from green bush in order to go home the Expedeshon against the Naros and Crown Point thogt to be over for thes yer. We hear that the french and Engans ear comeng upon our men at the caring place up the Mohock Rever, whear our men are houlding a fort.

Tuesday y^e 10, tew Regements marched threw Albany in order to go to the caring plas.

Wensday y^e 11. No nus.

Satarday y^e 12, thre Compnaes of the Granedeas marched to the Caring plas.

Thursday y^e 13, thar came nus that ther was not any

*Schenectady. †Baggage.

truth in that nus of the french comen to the careing plas.

Friday y^o 14 thar came down Daniel Wilkins, Joshua Wright, John Bingham and John Letheby, all Belonging to Capt. Fuller's Company.

Saturday y^o 15. the granadears cam Back to Albany. that Knight the Long Barcks by the mels Was bornt down.

November. Thursday y^o 2 our Regement cam to Albany.

Friday y^o 3, We Droed Pronven for foer dais for our Company and Retoined our gons & tents.

Saturday y^o 4. We mached to Cantwrhok* about 20 mils. Holted thar. tared all knight.

Soinday ye 5. We marched to Sheffield about 22 miles. It was a Raine Day and bad traveled. We Loged at Landlord Roben's.

Monday y^o 6. We marched about 6 miles to Landlord Couses. Went to Dener ther I got a hors ther. Went back about 7 mils bogt the hol of the Company to Sheffield Tared there all Knight.

Tuesday y^o 7. George Spence met me weth a hors. Went through the Grenwode that day, Lodged at glases whear Capt. Fuller had a hors.

Wensday y^o 8. We set out that day. We went to Kengstown, tared there all night.

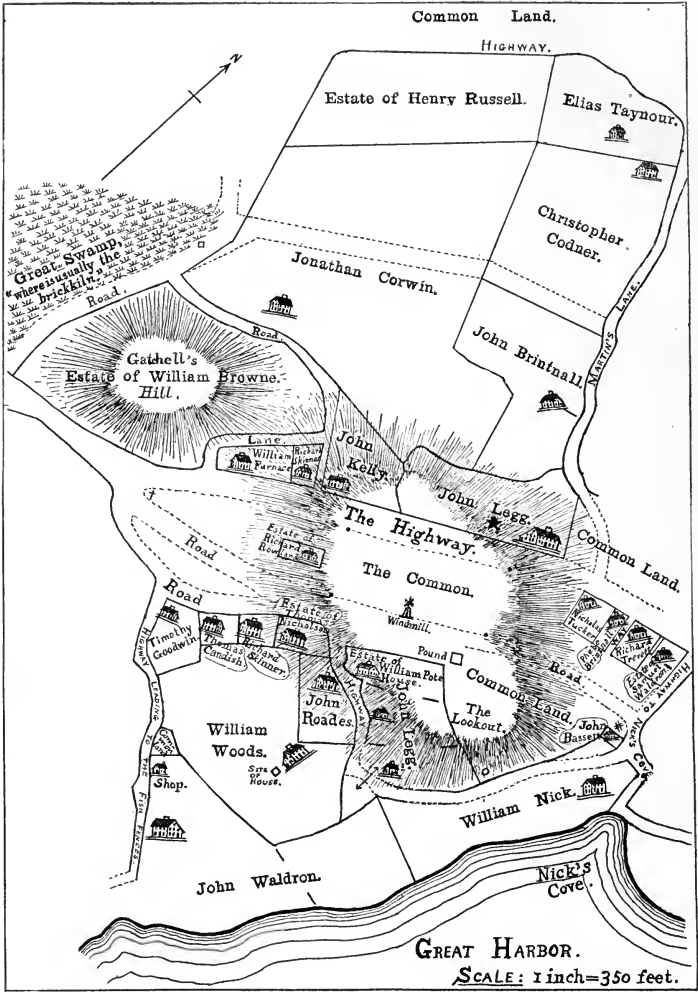
Tharsday y^o 9. We arrived at Woster at Landlord Bronks[?] tared all night.

Friday y^o 10. We arrived at Bedford. tared all knight.

Saterday y^o 11. We arrived at Midilton Whear we marched from first at our own former Dwelling Plases.

*Kinderhook.





PART OF MARBLEHEAD IN THE YEAR 1700. No. 3

MARBLEHEAD IN THE YEAR 1700. NO. 3.

BY SIDNEY PERLEY.

THE accompanying map represents that portion of Marblehead bounded on the southwesterly side by Waldron, South, Washington and Essex streets, on the northwest by Elm street, on the northeast by Watson, Rockaway, Washington and Hooper streets, and on the southeast by the harbor; and having an area of about forty acres.

On this map the present boundaries of Washington square are marked by four large dots. This was known as Roads' hill in 1678, and subsequently as Windmill hill and Training field hill. The hill was probably the training field from the early settlement of the town, though the deeds do not give it the name of the training field until 1725, and continued to be so called until 1845 at least. It was known as the common in 1698, the mall in 1820, and Washington square since 1834. In 1698, the pound for the reception of stray animals was standing here where it is marked on the map.

This was known as Windmill hill from 1680 to 1757, because it was the site of a windmill for grinding corn. The owners of the mill were Mr. William Bowditch, Mr. John Devereaux, Mr. Richard Knott, James Dennis and Samuel Morgan. The mill was constructed by Mr. John Wilcott of Newbury, a millwright. The following is an accurate copy of the contract for its construction, copied from the original instrument on file in the office of the clerk of courts at Salem :—*

Articles of agreement Betwixt Mr John Wilcott of Newberry, millwright on one part and Mr William Bowditch Mr John Devereaux Mr Richd Knott James Dennis and Samuel Morgan on the other part:

Imp^s ^d John Wilcott doth promise bargain and agree with the

*Court files, book 33, leaf 36.

aforesd William Bowditch and company to frame, build, erect and sett up att Marblehead upon the hill called Rodes hill a windmill which mill is to be round, twenty six foot through nineteen foot betwixt joynts with a flat roof, and to be houfed from the weather and the sd Wilcott is att his owne charge to procure all the said materials appertaining to the said mill excepting the milstones which the sd Bowdish and Company engage to find and bring in place which mill is to be made all of good substantiall timber and to be compleatly finished, and the sd Wilcott engages to do all to ye turning of the key and make the sd mill sufficient as it shall prove its selfe in working; And laying of the hafke in the sd mill shall cause it to be sufficiently underpinned for the security of ye mill which windmill is to be sett up and compleatly finished and sett to worke att or before the last of Decembr next ensuing

The sd Bowdish and Company do for and in consideration of ye said worke well, truly and faithfully performed by the said Wilcott engage to pay to him or his order the full and just summe of eight score pounds the one moyty or halfe to be paid in siluer, the other halfe in fish or any goods which the said Wilcott shall have occasion for att money price, the one third to be paid att or before the last of May next the other third att the raising of the said mill, the last third when the sd mill is compleated and finished of which part the sd Bowdish being owner of halfe engages to pay halfe the other persons an eight a piece according to their propriety in the sd mill

The sd Wilcott doth by these engage to make the whole worke substantiall and considerable and after the finishing of the worke to sett the sd mill to worke and to attend a weeks time for triall of ye mill and engages her to be sufficient and having done all things necessary to her to make good in that time any defects which shall happen by his default in the worke

The sd Bowdish doth engage to find and bring in place two substantiall milstones made of Burrs for which the other owners are engaged according to their proportion to pay him in money twelve pounds ten shillings, himselfe to beare the other part, and all the afor[said] owners do engage to provide men and necessary materials for raising of the sd mill to helpe the sd Wilcott at such times as he shall desire

Whereas the sd Bowdish engages to find milstones att such a price, the other Owners oblige themselves to pay unto Mr Wilcott five pounds in silver of that forty pound part mentioned in the second Article, and the sd to be deducted out of their goods part for a right understanding thereof, the sd Bowdich is to pay thirty five pounds in silver, and forty five pounds in goods the other owners are to pay forty five pounds in money and thirty five pounds in goods to the sd Wilcott or his order

To the performance of all which above^d premises the said persons by these presents do bind and oblige themselves their Heirs, Executors and Assignes each to other. In witness of which the ^d persons have sett to their hands this sixth of March one thousand six hundred and seventy ^{eight}_{nine}

Signed and delivered
in the presence of us
Samuel Cheever
Moses Mavericke
John Elathorp

John Woolcot
Wm Bowditch
John Dever # marke
Rich: Knott
James Dennes
Samuel Morgan

Mr Samuel Cheevers and Mr *Moser* made oath yt that they were present & saw above^d ^dfigne and Deliver each to other this writing as ther Covenant Taken upon *upon* oath 24: 1 mo: 80 before me
W^m Hathorne m^t

All the owners, except Capt. William Bowditch, worked upon the mill in its construction.

After the mill was finished, it was tried, and found to be faulty in several ways by William Trask, John Trask, Simeon Booth, Joshua Buffum and Edmond Bridges, who were chosen to test it. They took up the stones, and found that the nick and rine needed flowering, and the stones to be hung true. They also found that the nicke and spindle were insufficient in both weight and workmanship; that the building was not sufficiently underpinned nor tightly covered; and that one of the main posts of the mill house was broken; also that the hopper and many of the utensils were insufficient. The owners refused to pay for the construction, and Mr. Wilcott brought a suit against them to recover what was due to him.

On June 26, 1680, Thomas Robbins, John Buffum, William Trask and Walter Fairfield examined the mill and found it not fit for use in grinding meal, and that it would cost more to make it fit to grind corn than the mill was worth; its vanes, arms and sails and upper running gears begin insufficient. The mill had nothing "to stop her or to command her with in a gale of wind," and seven men "could not turn her to the wind." Many interesting depositions are on file with the papers in the case; one of them being that of William Poate, who testified that he

heard John Wilcott, jr., say that the mill would never amount to "nothing," and that they didn't care so long as they got their money; did not care if the Devil had the mill if they got their money.

The windmill was used apparently for several years, although originally so defective that the plaintiff lost his suit in the action referred to.

Nathan Bowen of Marblehead, shopkeeper, conveyed one-third of the windmill in Marblehead, nigh the road that leads from Marblehead to Salem, etc., and one-third of the bolting mill therein standing and one-third of the land thereto belonging, Nov. 2, 1723, to Stephen Minot, jr., of Marblehead, merchant,* and on the same day another third to John Oulton of Marblehead, merchant.†

What is now Washington street, which runs over this hill on the northwesterly side of Abbot hall, was the original road running through the town. It was called ye way going out and into ye town of Marblehead in 1700; the main street, 1753; the main road leading into Marblehead, 1783; the main street leading out of town, 1808; the main street leading from training field hill to the South schoolhouse, 1818; the street or way up to Training field hill, so called, 1820; the highway over training field hill, 1827; and Washington street in 1835.

Middle street was called the middle street in 1767; a way leading into Marblehead, 1783; the middle street leading from the training field hill to the South schoolhouse, 1804; the main street leading to the South schoolhouse, 1813; and Middle street in 1828.

South street was called ye highway in 1720; the main street, 1722; street or southernmost way that leads into the said town of Marblehead, 1778; a street leading from Read's corner to the South schoolhouse, 1802; street leading from the South schoolhouse to Coney lane, 1805; and South street in 1859.

Tucker street was early in use. It was called ye broad highway going into town in 1715; the street or lane, 1721; the main street, 1751; lane leading to Nixis cove,

*Essex Registry of Deeds, book 43, leaf 181.

†Essex Registry of Deeds, book 43, leaf 182.

1780; the southeasterly highway leading over training field hill, 1787; and Tucker street in 1825.

Main street was left as a passage way when the adjoining lots were granted about 1690. It was called a narrow lane that leads towards Mr. Trevetts, 1721; a lane or alley, 1753; Boden's lane, 1771; the street leading to the main street, 1780; and Mason street in 1873.

Basset street was an ancient way. It was called a back way next Skinner's wall in 1724; the back lane, 1727; the way at the bottom of Severitt's hill, so called, 1785; the highway leading to where Blaney's tanyard formerly stood, 1844; and Basset's lane in 1875.

The two other ways leading over Severett's hill were in existence as ways or lanes from about 1717, and that portion shown on the map much earlier.

Pleasant street was laid out about 1770. It was called a highway running from Frog lane, so called, to the way leading from the back side of the town to Newtown bridge, in 1772; and the new lane in 1798. The dotted lines show where it now runs. The little square at its western end indicates the site of the Mugford monument.

Waldron street was a highway as early as 1664. It was called the street or highway leading to the fish fence in 1744; the way leading through the fish fence lands, 1744; the way to and through the fish fence lands, 1746; Coney lane, 1753; and Waldron street in 1872.

Lee street was a highway as early as 1664. It was called the King's highway in 1725; and the street leading down to Nick's cove, 1793. The easterly part of this street was called a highway leading to the fish fence near Neck's cove in 1796; the way leading from Boden's look-out to Freemasons' hall, 1835; and street or highway leading from Barker's wharf, so called, to Training field hill, 1835. The way was named Lee street as early as 1831.

Gregory street was in existence as early as 1728; and was called a street in 1785. It was called a way leading from the fish fence to Coney lane in 1824. East of Waldron street it was called Gregory street in 1896.

Water street was so called in 1880.

Hooper street was the ancient way to Nick's cove, and

was called a street or highway in 1715; and Hooper street in 1867.

Rockaway street was a lane as early as 1664; and was called ye narrow lane in 1684; ye highway in ye narrow lane, 1685; street or lane, 1688; Martin's lane, 1699; Codner's lane, 1708; Crooked lane, 1731; Frog lane, 1772; and Rockaway street in 1877.

Watson street was co-existent with Rockaway street. It was called ye narrow lane in 1684; ye highway in ye narrow lane, 1685; Codner's lane, 1708; Frog's lane, 1772; and Watson street before 1897.

Elm street was the ancient way against the common land. It was called ye highway in 1721; the back street, 1785; and Elm street before 1897.

Essex street is ancient. It is mentioned as the way leading from the back side of the town to Newtown bridge in 1772; the way leading from the main street to the back street, 1785; and Essex street before 1897.

The harbor was called the great harbor as early as 1664, to distinguish it from the little harbor; but since 1730 it has been known as the harbor.

The place marked on the map "The Lookout" is the highest part of the hill, and it was to this place that the people came for the first sight of incoming vessels. It was the "lookout" place, and remained open for a hundred years after the first settlement of the town. A way to its highest part, from both north and south, however, has remained open to this day. After John Boden received a grant of land on its western side it became known as Boden's lookout; and, in 1822, it was called the South lookout, a name indicative of another place used for the same purpose.

On the eastern side of the narrow passage leading over the rough ledge from Lee street to the "lookout," at the place marked with a circle (O) on the map, once stood a house known as the "case of drawers." It was burned in the great fire, April 11, 1792.* Another house, located

*Essex Registry of Deeds, book 167, leaf 234. *The Salem Gazette*, for April 17, 1792, contained the following account of this conflagration:—

at the sharp sign (#) on the map, was known as the

FIRE AT MARBLEHEAD.

MARBLEHEAD, April 14, 1792.

Early in the evening of last Wednesday, a very alarming fire began in the dwelling-house of Mr. James Bowler, and entirely consumed it, four other dwelling houses, and several shops and barns.—This melancholy event was occasioned by a child of Mr. Bowler's who had, unobserved, taken a lighted candle into the closet of an upper chamber, and there by some means caught a bundle of laths on fire. The child, frightened at the mischief, shut the doors of the closet and chamber, and ran below; but, too young to be aware of the consequences, and afraid of correction, as he has since confessed, concealed the circumstance; and it was some time after he had come down, that a neighbor, who had seen the fire spreading through the upper part of the house, informed the family of their danger. Mr. Bowler's dwelling-house and a bake-house under the same roof were very soon wholly involved in the flame; and with the most timely assistance that could be afforded him he was able to save only a part of his furniture and goods, and suffered the additional loss of many valuable articles and papers. The fire, spreading at first in the direction of the wind, caught a dwelling-house near to Mr. Bowler's; and, very soon after, three other dwelling-houses opposite to his buildings and separated only by a very narrow street. The burning flakes flying from the houses on fire and continually falling upon a long range of wooden buildings and to a great distance, excited the most distracting apprehensions among the people assembled and obliged many of them, for the preservation of their own goods, to withdraw their help from the immediate sufferers. A brick warehouse, standing upon a wharf, at the foot of a rocky descent from Mr. Bowler's and the wooden roof which was contiguous to his house, also took fire; and a number of large warehouses on the same wharf, were thought to be in great danger. The inhabitants had been very early assembled with the three engines belonging to the town; but the men were comparatively few in number, a great proportion of the inhabitants being at sea. The wells in the neighborhood were soon exhausted of water; and the tide being out, much time and labor were required to supply the engines from the harbor. Many women, with uncommon strength and fortitude, lent their assistance in this work; and in this extremity it was gladly accepted.—But the utmost efforts of the inhabitants, thus divided in the objects of their attention, and weakened by their fears, appeared to be unequal to the occasion. Their relief, however, was at hand:—a great number of worthy inhabitants of Salem, on the first notice by the appearance of the fire and the ringing of the bells, set off from there with three engines, and in less than an hour arrived with them at Marblehead. Their order, readiness and vigor, had the desired success; and by about an hour's unremitting exertions with the favor of a fall of rain, several dwelling-houses in the most imminent danger were preserved, and the further spreading of the fire prevented. This timely and generous assistance from Salem, in all human probability, saved the town of Marblehead from suffering, in

“cruet house.” It was four stories in height, and was owned as late as 1824 by Dr. John Drury.

The dagger (†) on the map marks the site of the South schoolhouse.

Elias Taynour House. This was the estate of Thomas Taynour as early as 1661. John Gatchell, sr., of Marblehead, released the lot to Thomas Tainer of Marblehead, fisherman, Jan. 29, 1671,* though it does not appear how Mr. Gatchell had any interest in it. Mr. Taynour lived here, and died before Dec. 14, 1687, when administration was granted upon his estate. The house and land were then valued at thirty-four pounds. The estate then became the property of Elias Taynour, son of the deceased. Elias Taynour lived here, and died before March 5, 1717-8, when his widow, Mary Taynor, was appointed administratrix of his estate. She died before April 8th following. The house was then called “an old house.” Elias Taynour had two children, Elizabeth and Mary. Elizabeth married George Peak, and died before 1719, leaving a son Elias Peak. Mary married John Cogswell of Marblehead, sadler. A division of the real estate was made Dec. 27, 1721; and the land and house were assigned to Elias Peak.† Mr. and Mrs. Cogswell lived there, however, and Elias does not appear again in the records, probably having died. Mr. Cogswell and his family were living in the house in 1723,‡ but how much longer the house stood is unknown to the writer.

addition to its other late misfortunes, a very extensive ravage by fire. The important service is most heartily acknowledged, and will be very gratefully remembered by the inhabitants.

Mr. Bowler's loss is estimated at one thousand pounds. Mrs. Giles, a widow, lost a comfortable dwelling-house, and almost all her furniture, and is in great distress. The other buildings burnt were not very valuable.

It is remarkable, that from the commencement of the settlement in this town until the late event (which is a period of above 160 years) no instance has happened of the entire loss of a dwelling-house by fire.

*Essex Registry of Deeds, book 3, leaf 144.

†Probate records.

‡Deposition of John Whiger of Marblehead and his wife Bethiah, March 23, 1722-3.

Christopher Codner House. This house and lot of land belonged to Henry Pease of Marblehead July 10, 1656, when he conveyed them to Christopher Codner of Marblehead.* Mr. Codner died before Sept. 27, 1660, when his widow, Mary Codner, was appointed administratrix of his estate. His widow agreed to marry Elias White of Marblehead, mariner, and for the benefit of Mr. Codner's two children, Mr. White and Mrs. Codner joined in a conveyance of the house and land of the deceased to John Devorix and Christopher Lattamore, both of Marblehead, mariners, in trust, June 25, 1661.† Christopher Codner of Marblehead, fisherman, the son of the deceased, became of age in 1679, and Aug. 15, 1679, he acknowledged that he had received possession of the house and land, according to the order of the court, from John Devorix, sr., and Richard Knott.‡ Just before March 2, 1707, he took the old house down, and built a new "small" house upon the same cellar.§ April 9, 1713, Mr. Codner sold the new house and land to Joseph Swett, jr., of Marblehead, cordwainer.|| Though the new house was small, the original house must have been smaller according to the depositions of Christopher Codner and his daughter Rachel, dated June 13, 1715. Mr. Codner deposed that the bounds of Taynor's land next this lot were as follows: "y^e northern corner bound of y^e messuage where Joseph Sweatt now dwells . . . is a firme rock fast in y^e ground about three foot or Thereabouts northward or norwestwards from y^e house . . . nigh to y^e dwelling place of Elias Taynor & . . . that y^e ground Ceil of y^e old leantow adjoining to y^e old house standing in y^e same place & ouer y^e same Cellar as where y^e s^d Joseph Sweats house now stands said vpon y^e rock herein beforementioned and was y^e foundation of y^e corner of y^e Leantow where y^e Side Cill & y^e End Cill met & that . . . this Deponent possest y^e said mesuage to y^e Said rock as a Corner bound as afores^d for nigh Forty year together peaceably." Rachel

*Essex Registry of Deeds, book 1, leaf 34.

†Essex Registry of Deeds, book 2, leaf 32.

‡Essex Registry of Deeds, book 6, leaf 128.

§Essex Registry of Deeds, book 20, leaf 119.

||Essex Registry of Deeds, book 25, leaf 171.

Codner deposed "that She having dwelt many years in y^e old house aboue mentioned & that some yeares agone when her father built y^e new house he throwing vp Some gravel or dirt by Inlarging y^e Cellar y^e corner bound rock above-mentioned was Couered with y^e gravel wherevpon there hapened a dispute betwixt Elias Taynor & this deponents father & mother about y^e bounds vntill they heav'd off y^e Grauel that Covered y^e rock being y^e corner bounds aforesd & finding y^e rock y^e dispute was Ended & all quiet."*

John Brintnall House. That part of this lot lying northerly of the dashes was a part of the estate of Henry Pease of Marblehead, who conveyed it to Christopher Codner of Marblehead July 10, 1656.† Mr. Codner died before Sept. 27, 1660, when his widow, Mary Codner, was appointed administratrix of his estate. His widow agreed to marry Elias White of Marblehead, mariner, and for the benefit of Mr. Codner's two children, Mr. White and Mrs. Codner joined in a conveyance of the house and land of the deceased to John Devorix and Christopher Lattamore, both of Marblehead, mariners, in trust, June 25, 1661.‡ Christopher Codner of Marblehead, fisherman, the son of the deceased, became of age in 1679, and Aug. 15, 1679, he acknowledged possession of the house and land, according to the order of the court, from John Devorix, sr., and Richard Knott.§ Mr. Codner, for twenty pounds and fifteen shillings, conveyed this part of the lot to John Roades, sr., of Marblehead, mariner, Jan. 20, 1685.|| Mr. Roades conveyed it, for twenty-three pounds, to John Brintnall, "sometime of Marblehead, now of Winnisimet," glazier, Jan. 1, 1695.¶

That part of the lot lying southerly of the dashes was a part of the lot of John Gatchell of Marblehead very early. For ten pounds, he conveyed it to Henry Maine of Marblehead April 30, 1683,** and Mr. Maine, for a simi-

*Essex Registry of Deeds, book 29, leaf 276.

†Essex Registry of Deeds, book 1, leaf 34.

‡Essex Registry of Deeds, book 2, leaf 32.

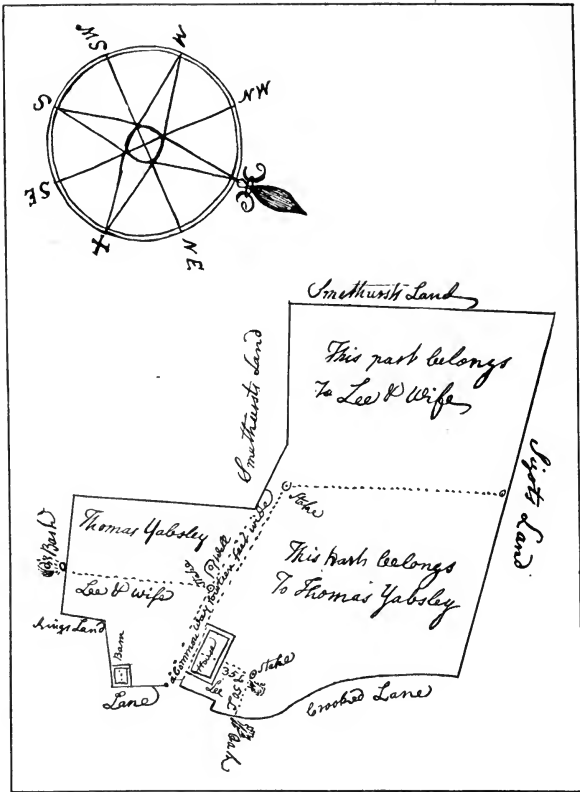
§Essex Registry of Deeds, book 6, leaf 128.

||Essex Registry of Deeds, book 11, leaf 119.

¶Essex Registry of Deeds, book 11, leaf 146.

**Essex Registry of Deeds, book 6, leaf 96.





DIVISION OF ESTATE OF JOHN YABSLEY, 1741

lar consideration, conveyed it to John Roads, jr., of Marblehead Nov. 29, 1684.* Mr. Roads was a mariner, and for eleven pounds, conveyed it, with a small triangular-shaped strip of land adjoining next to the lane to Mr. Brintnall, who was still of Winnissimet, Oct. 3, 1699, when Mr. Roads is called "senior."† In the same instrument, conveying the title, John Legg of Marblehead, merchant, released his interest in the property.

Mr. Brintnall built a house and barn upon the lot, and for two hundred pounds, conveyed the land and buildings to John Yabsley of Marblehead, mariner, Sept. 16, 1708.‡ Mr. Yabsley died before March 5, 1717-8, when administration upon his estate was granted to widow Susannah Yabsley. At that time the house was appraised at one hundred and thirty pounds, the barn ten pounds and the land seventy pounds. The estate was not divided, however, until Dec. 16, 1741, when the barn and eastern half of the house and the land under and on three sides was assigned to Elizabeth, wife of Andrew Lee of Marblehead, fisherman, a daughter of the deceased, and the western end of the house and the land under and on three sides of it to Thomas Yabsley of Marblehead, mariner.§ A plan of this division, made Dec. 16, 1741, and recorded in the registry of deeds,§ is given on the opposite page, having been reduced to one-half of the original size.

Thomas Yabsley, for five pounds, conveyed his half of the house to widow Mary Andrews of Marblehead, providing, however, that if the grantee died before the grantor the estate should revert to him, Dec. 19, 1741;|| and the next day they married together. Mr. Yabsley died before Feb. 19, 1746, when his widow, Mary Yabsley, conveyed the same estate to John Caswell of Marblehead, fisherman.¶ The house was standing in 1774, when John Caswell of Marblehead, shoreman, still owned the western half.

Jonathan Corwin House. John Gatchell owned and lived

*Essex Registry of Deeds, book 7, leaf 13.

†Essex Registry of Deeds, book 14, leaf 5.

‡Essex Registry of Deeds, book 21, leaf 132.

§Essex Registry of Deeds, book 86, leaf 9.

||Essex Registry of Deeds, book 84, leaf 147.

¶Essex Registry of Deeds, book 88, leaf 235.

on this lot as early as 1652 and as late as 1664, and Jonathan Corwin, esq., of Salem, merchant, owned it in 1689. Judge Corwin owned a house upon the lot which was "demolished" before Jan. 21, 1709, when he conveyed the lot to Richard Skinner of Marblehead, mariner.* The exact location of the house is not known, and the location given on the map is approximate only.

Estate of John Russell Lot. This was a part of the four-acre lot of John Gatchell of Marblehead, planter, as early as 1661; and he conveyed this part of his lot to his son Thomas Gatchell of —, tailor, on or before Jan. 29, 1671. With his wife Waybrough and his son Thomas and wife Sarah, for eighteen pounds, he conveyed the lot to Henry Russell of Marblehead, fisherman, Dec. 28, 1681.† Mr. Russell died before 26: 4: 1683, when administration upon his estate was granted to his widow Elizabeth Russell, and the lot was a part of his estate in 1700.

Estate of William Browne Lot. This, "the westernmost hill that lieth before John Gachel's," was granted by the town of Marblehead to George Chine May 19, 1652.‡ John Codner subsequently owned it; and William Browne of Marblehead brought a suit-at-law against him. In this suit Mr. Browne recovered judgment, and to satisfy the execution issued thereon this land was set off to Mr. Browne in or before 1683. Mr. Browne died in February, 1683-4, when this lot of two acres was appraised at eight pounds. The land belonged to Mr. Browne's estate until Oct. 12, 1700, when his sons, William, Thomas and John, conveyed it to their sister Elizabeth, wife of Thomas Severitt of Marblehead, fisherman.§

This hill has been known by the names of its various owners and others who lived near it, namely, Chin's, Gatchell's and Severitt's, the latter name continuing through the last two centuries.

William Furnace House. On this lot a house was built by John Gatchell, sr., of Marblehead, or Jonathan Gat-

*Essex Registry of Deeds, book 22, leaf 29.

†Essex Registry of Deeds, book 7, leaf 79.

‡Marblehead town records.

§Essex Registry of Deeds, book 37, leaf 181.

chell, before May 24, 1681, when John Gatchell conveyed the land on which the house stood, to Jonathan Gatchell of Marblehead, joiner.* Eight days later, Jonathan Gatchell conveyed the dwelling house and shop or working house and lot to William Furnace of Marblehead, tailor.† The committee of the commoners of Marblehead conveyed this lot to John Gatchell, sr., Feb. 14, 1684.‡ The house stood some years after 1700, but was probably removed before the division of his estate in 1743.

Richard Skinner House. John Gatchell, sr., of Marblehead built his house on this lot before 1651; and March 15, 1670-1, the town of Marblehead granted a part of it to him,‡ there being no record before that date showing how and when he obtained that part where his house was built. He probably removed the house in or before the spring of 1673, and had built a new frame before Aug. 15, 1673, when the town of Marblehead sold the land to him.‡ Mr. Gatchell lived there in 1681; and probably disposed of the estate soon after the death of his wife in 1684.

Madam Elizabeth Corwine of Salem, widow of George Corwine, deceased, owned the lot and house thereon, "formerly called Jn^o Gachell's new house," Sept. 16, 1693, when she conveyed it to Richard Skinner of Marblehead, fisherman, for forty-five pounds.§ Deacon Skinner died March 9, 1726-7; and the lot was assigned to his daughter Tabitha, wife of Capt. Joseph Smethurst. A house then stood upon the lot, but whether or not it was the Gatchell house is not known.

John Kelly House. John Kelly of Marblehead, fisherman, built a dwelling house upon this lot before Feb. 5, 1689-90, when the trustees for the commoners of Marblehead granted this lot of land to him.‡ Mr. Kelly died before May 13, 1718, when administration upon his estate was granted to his widow, Rose Kelly. The estate was divided Feb. 1, 1732, and the western two-thirds of the "old house" was assigned to John Kelly of Marblehead,

*Essex Registry of Deeds, book 6, leaf 4.

†Essex Registry of Deeds, book 6, leaf 5.

‡Marblehead town records.

§Essex Registry of Deeds, book 9, leaf 140.

fisherman, son of the deceased, and the eastern third to his son Samuel Kelly of Marblehead, fisherman. A plan of the estate was made at the time of the partition, showing the divisions, and filed with the return of the commissioners making the partition. It is reproduced on the opposite page, having been reduced one-half in size. These two owners apparently took the old house down the next year.

John Legg House. There was a house upon this lot before 1664; and John Clements, sr., of Marblehead, fisherman, conveyed the house and land to Maj. William Hathorne, sr., esq.* The deed is dated Nov. 2, 1677, but the sale occurred before 1664. For twenty-one pounds and ten shillings, Mr. Hathorne conveyed the house, orchard, garden and lot to John Roads of Marblehead, mariner, 16 : 11 : 1664.† Mr. Roads sold the same estate to Capt. John Legg of Marblehead, merchant, Dec. 23, 1698;‡ and, for seventy pounds, Mr. Legg conveyed to John Roads, sr., of Marblehead, fisherman, son of the former owner of that name, the said garden, orchard and pasture, with the house and barn thereon, April 29, 1708.§ Mr. Roads (also, Rhodes) died in 1725, his will, dated Oct. 28, 1721, being proved Sept. 10, 1725. He devised all his estate to his wife Susannah for her life, and at her decease to his three children, John Rhods, Benjamin Rhods and Sarah Rhods, the sons of his deceased son Samuel Rhods, and the testator's nephew, Thomas Rhods. The "old dwelling house" was then appraised at forty pounds and the land under and around it at one hundred and twenty pounds. The executor of Mr. Rhodes' will conveyed to Ebenezer Hawkes, jr., of Marblehead, blacksmith, the lot and the "old house" thereon, then occupied by Pearce Poor, Jan. 25, 1731.|| Mr. Hawks conveyed the land and the "old mansion house" to Samuel King, jr., of Marblehead, gentleman, Jan. 10, 1738.|| The house was then occupied by Mr. King. Mr. King apparently removed the

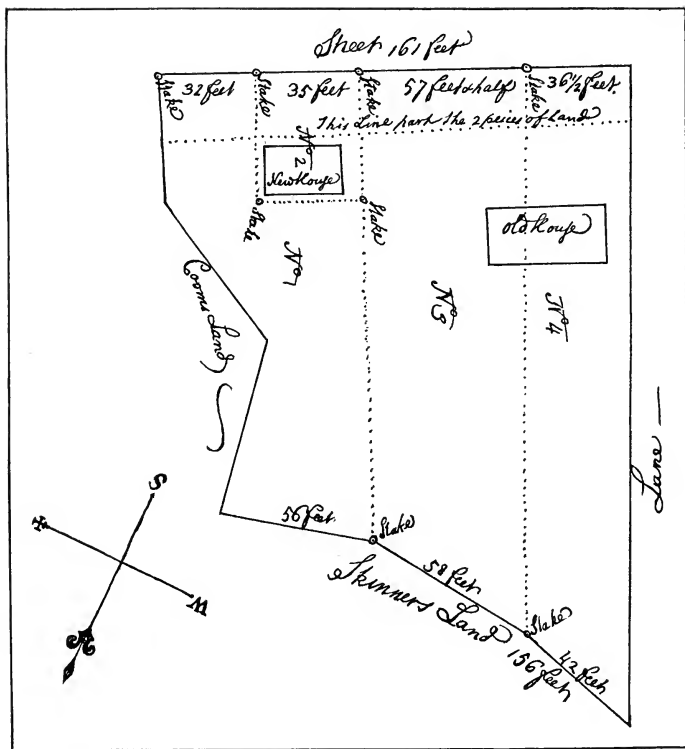
*Essex Registry of Deeds, book 4, leaf 167.

†Essex Registry of Deeds, book 3, leaf 127.

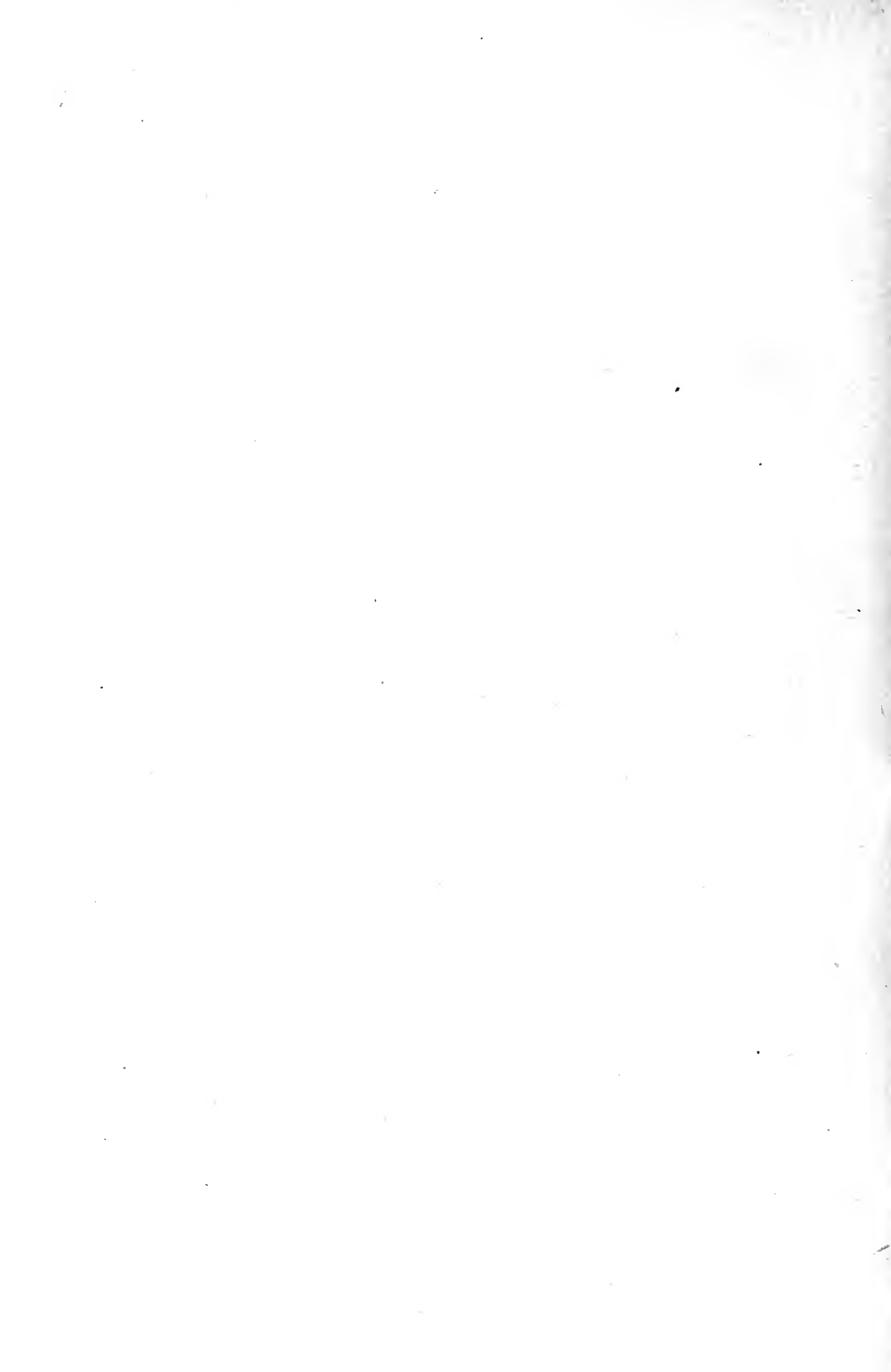
‡Essex Registry of Deeds, book 13, leaf 225.

§Essex Registry of Deeds, book 22, leaf 66.

||Essex Registry of Deeds, book 77, leaf 222.



DIVISION OF ESTATE OF JOHN KELLY, 1732



old house and built a new house on the lot some time before his death, which occurred in the winter of 1748-9.

At the spot marked with an asterisk (*) on this lot on the map was a private burial ground of the Roads family. It had been in use probably for many years before 1700; and when the son, John Roades, of Marblehead, shorerman, conveyed this part of the lot of land to George Tarrant of Marblehead, merchant, Jan. 3, 1717-8, the rights of both parties to bury their dead in the burying place of the grantor and his ancestors, were reserved.* This burial place is again mentioned in the deed given by the Commonwealth of Massachusetts to Joseph Church, conveying a lot of Michael Coombs adjoining, July 10, 1782.†

Nicholas Tucker House. The trustees for the commoners of Marblehead conveyed this lot to Nicholas Tucker of Marblehead, fisherman, Jan. 23, 1695-6.‡ Upon the land he built a house in which he lived. He died Feb. 3, 1716-7, having devised his house and land under and around it to his wife for her life, and, after her decease, to his sons George and Nicholas. The widow probably died before 1753, when the house and lot were divided. The house was then called the "old mansion house," and it had a stack of chimneys. How much longer it stood is not known.

Phebe Brintnall House. John Copp of Marblehead owned this house and the northwestern end of the lot in 1671, and lived there. March 15, 1670-1, the commoners granted to him the southeastern part of the lot, and it was laid out to him April 10 following.§ For eighty-two pounds and ten shillings, he conveyed the house and lot to Capt. George Corwin of Salem, merchant, Mar. 21, 1673.§ This was probably a mortgage, as a suit was brought by Captain Corwin against Mr. Copp, in which judgment was obtained, and to satisfy the execution which was issued upon the judgment this house and lot were taken. The estate was in the possession of Paul Maverick Nov. 22,

*Essex Registry of Deeds, book 33, leaf 70.

†Essex Registry of Deeds, book 139, leaf 187.

‡Marblehead town records.

§Essex Registry of Deeds, book 3, leaf 180.

1684, when Captain Corwin conveyed the house and lot to Lt. John Smith of Winnissimet, in Boston.* Captain Smith, still of Winnissimet, for love, conveyed the house and land to his daughter Phebe, wife of John Brintnall of Marblehead, Jan. 19, 1690-1.† In addition to the house already on the lot, Mr. and Mrs. Brintnall built a small house thereon. Mr. Brintnall was a glazier, and he removed to Winnissimet before Oct. 15, 1706, when he and his wife Phebe conveyed the lot, with both houses on it, to Ambrose Boden of Marblehead, fisherman.‡ Mr. Boden died June 1, 1728; and the southeastern half of the house and land, the house being divided through the "stack of chimneys," the front door being opposite the "stack of chimneys," on Mason street, was assigned to the widow of the deceased as part of her dower, Feb. 9, 1729. She died March 31, 1746, and the entire estate then came into the possession of the eldest son, Benjamin Boden, who lived there. Benjamin Boden, for one hundred and forty pounds, sold the "old house" and lot to Ebenezer Stacey of Marblehead, merchant, Oct. 8, 1770.§ Mr. Stacy died late in 1771, when the house was occupied by William Quiner. In his will, Mr. Stacy devised this house and land to Ebenezer Stacy, son of his son Ambrose Stacy, who was then under age. Ebenezer lived in Lynn, being a cordwainer, and conveyed to Nicholas Tucker of Marblehead, mariner, this "small old house" and lot Jan. 22, 1779.|| Mr. Tucker died Dec. 19, 1801; and the house was gone before 1822, while the premises belonged to Mr. Tucker's estate.¶

Richard Trevett House. Richard Trevett of Marblehead, cordwainer, built a house upon this land before April 1, 1695, when the commoners of Marblehead granted the lot to him.** He probably removed the old house before his death, which occurred in 1749.

*Essex Registry of Deeds, book 7, leaf 129.

†Essex Registry of Deeds, book 9, leaf 152.

‡Essex Registry of Deeds, book 21, leaf 159.

§Essex Registry of Deeds, book 129, leaf 17.

||Essex Registry of Deeds, book 136, leaf 191.

¶Essex Registry of Deeds, book 232, leaf 7.

**Marblehead town records.

Estate of Samuel Waldron House. The northeastern part of this lot, within the dashes, was granted and laid out by the selectmen of Marblehead to James Stilson of Marblehead, cordwainer, Feb. 11, 1682-3;* and on the same day that part lying south of the dashes was laid out by the selectmen to John Palmer.* Mr. Stilson built a house and shop upon his part of the lot; and, for forty pounds, conveyed the estate to Samuel Waldron of Marblehead, anchorsmith, Feb. 26, 1685-6.† Feb. 5, 1689-90, the trustees for the commoners of Marblehead conveyed to Mr. Waldron land on the western side of his lot westerly of the dashes, one-half of a rod wide and two rods and six feet in length.* Mr. Waldron died possessed of the lot Dec. 8, 1691, at the age of thirty-four. The buildings and land were then appraised at forty-six pounds. The real estate was devised by Mr. Waldron's will to his wife Miriam and her child, which she was then carrying. If she died without children, then it was to go to his brothers and sisters, Rebecca Stevens, John Waldron, Joseph Waldron, Thomas Waldron, Sarah Waldron and Joanna Waldron. The widow, Miriam Waldron, married, second, Benjamin Henley April 12, 1694; and he probably died about 1702. She married, third, Abraham Lashere Sept. 29, 1704. How much longer the house stood is not known. The southern portion of the lot had come into the possession of Samuel Waldron apparently some time before his death, and was afterwards identified with that estate.

Estate of Richard Rowland House. This small house was built on the town's common by Richard Rowland of Marblehead, husbandman, just before March 15, 1689, when he mortgaged it, for fifteen pounds and twelve shillings, to Erasmus James of Marblehead, merchant.‡ Mr. Rowland then lived in the house. He died —, 169—, and his widow and administratrix, Lucy Rowland, mortgaged it, for eighteen pounds and twelve shillings, to Capt. John Legg of Marblehead, merchant, Nov. 21,

*Marblehead town records.

†Essex Registry of Deeds, book 7, leaf 76.

‡Essex Registry of Deeds, book 8, leaf 162.

1692.* Mrs. Rowland married, secondly, Gregory Codner of Marblehead, and, for twenty-seven pounds, conveyed the house to Richard Skinner of Marblehead, mariner, Nov. 27, 1702.† The trustees of the commoners granted the land under and around the house to Mr. Skinner March 13, 1702-3.‡ Deacon Skinner died, possessed of the house and lot, March 9, 1726-7. The estate was divided Nov. 16, 1734, and this house and lot were assigned to the deceased's son James Skinner, esq., of Marblehead,§ who, for two hundred pounds, conveyed the house and lot to William Croft of Marblehead, gentleman, April 1, 1745.|| Mr. Croft died before May 6, 1765, when administration upon his estate was granted. The mansion house, garden, etc., were appraised at sixty-six pounds, thirteen shillings and four pence. Widow Elizabeth Roads of Marblehead, formerly widow of Mr. Croft, for eighty pounds, conveyed to John Smethurst of Marblehead, cordwainer, the "small old house," shop and land, Oct. 20, 1784.¶ The house was gone apparently before Sept. 29, 1795, when Mr. Smethurst sold the land.

Timothy Goodwin House. John Leach of Marblehead built a house upon that part of this lot of land lying westerly of the dashes, and had not finished it when he died in 1688. His widow Sarah married Timothy Goodwin of Marblehead, mason, and to him the trustees for the commoners of Marblehead conveyed the lot March 30, 1691.‡ Mrs. Goodwin, as administratrix of her former husband, Mr. Leach, with her then husband, for forty-eight pounds, conveyed the house and land to Nathaniel Walton of Marblehead, ship-carpenter, Dec. 12, 1698,** and four days later, Mr. Walton, for a similar consideration, reconveyed the same estate to Mr. Goodwin.††

That part of the lot lying easterly of the dashes was a part of the lot sold by the town of Marblehead to Thomas

*Essex Registry of Deeds, book 14, leaf 91.

†Essex Registry of Deeds, book 16, leaf 157.

‡Marblehead town records.

§Essex Registry of Deeds, book 67, leaf 167.

||Essex Registry of Deeds, book 89, leaf 209.

¶Essex Registry of Deeds, book 142, leaf 265.

**Essex Registry of Deeds, book 13, leaf 148.

††Essex Registry of Deeds, book 13, leaf 154.

Candigh of Marblehead, mariner, Dec. 11, 1677.* For five pounds, Mr. Candish conveyed this part of the lot, being a part of his garden, to Mr. Goodwin March 3, 1696-7.†

Mr. Goodwin died Sept. 25, 1701. The house and land adjoining were then valued at ninety-five pounds. Samuel Goodwin of Marblehead, mariner, son of the deceased, released to his sister Mary, wife of Ebenezer Stacy of Marblehead, cooper, his interest in the house and land under and around it March 10, 1723-4.‡ The widow of Timothy Goodwin had occupied the house since her husband's death. How much longer the house stood is not known.

Thomas Candish House. This was a part of the lot sold by the town of Marblehead to Thomas Candigh Dec. 11, 1677.* Mr. Candege built a house upon the lot and lived in it, being a fisherman. He died late in 1713. In his will, dated Aug. 21, 1713, and proved Dec. 31, 1713, he devised his estate to his wife Sarah for her life, and at her decease to his sons Thomas Candige and James Candige. The dwelling house and land were appraised in 1713 at ninety pounds. The widow died in August, 1737, and the "old dwelling house" and land were then valued at one hundred and eighty pounds. The house and land became Thomas' wholly, and the house was probably gone before 1758, when he died.

Richard Skinner House. This lot was sold by the town of Marblehead to Richard Skinner March 13, 1682-3.* Mr. Skinner was a mariner, and built a house upon the land. This was his homestead; and he died, possessed of it, March 9, 1726-7. Ebenezer Burrill, esq., of Lynn, guardian of Deacon Skinner's two children, John and Alice Skinner, conveyed the "mansion house," with a warehouse and barn, to Jonathan Proctor of Marblehead, shoreman, May 24, 1743.§ How long the house stood after this date is not known, but certainly for many years. He was living in the house in 1759, and was

*Marblehead town records.

†Essex Registry of Deeds, book 11, leaf 218.

‡Essex Registry of Deeds, book 54, leaf 54.

§Essex Registry of Deeds, book 86, leaf 23.

then a merchant. In 1795, the "old cellar of the house formerly belonging to Jonathan Proctor, deceased," is mentioned.*

Estate of Thomas Nicholson House. This lot was sold by the town of Marblehead to Thomas Nicholson of Marblehead, a mariner, March 13, 1682-3.† Upon this land he built a house, in which he lived. He died before Jan. 2, 1693-4, when administration upon his estate was granted to his widow Elizabeth Nicholson, who married Richard Crofts thirteen days later. The house and lot were then appraised at sixty pounds. Elizabeth, daughter of Thomas Nicholson, married, first, John Westlake May 24, 1705; and, second, Samuel Harris of Marblehead, joiner, Oct. 20, 1715. Mr. and Mrs. Harris conveyed the house and land to Richard Dana of Marblehead, gentleman, Sept. 24, 1731;‡ and ten days later Mr. Dana reconveyed the estate to Mr. Harris.§ The house was originally twenty-four feet long and thirty-three feet wide, and fronted on what is now Lee street. The chimney was wholly on the outside of the western end, near the front. Mr. Harris added to the northwestern end of the house twenty feet, and of the width of the house. This addition caused the chimney to be near the middle of the house, which was afterwards known as a double house. Mr. Harris died in the spring of 1739, his will, dated Feb. 23, 1738, being proved April 19, 1739. His "mansion house," one part of which was then in the possession of Nicholas Girdler, was appraised at five hundred pounds. In his will he devised "my late mansion house," shop, barn and land to his three daughters, Tabitha, Elizabeth and Ann. A division of the estate was made May 10, 1751, and the old part of the house was assigned to Tabitha, wife of Increase Gatchell of Marblehead, yeoman, and the new part to Anna, wife of Samuel Gatchell of Marblehead, shoreman.|| A plan was made showing the division of the estate at the time of the partition, and was recorded with the

*Essex Registry of Deeds, book 163, leaf 127.

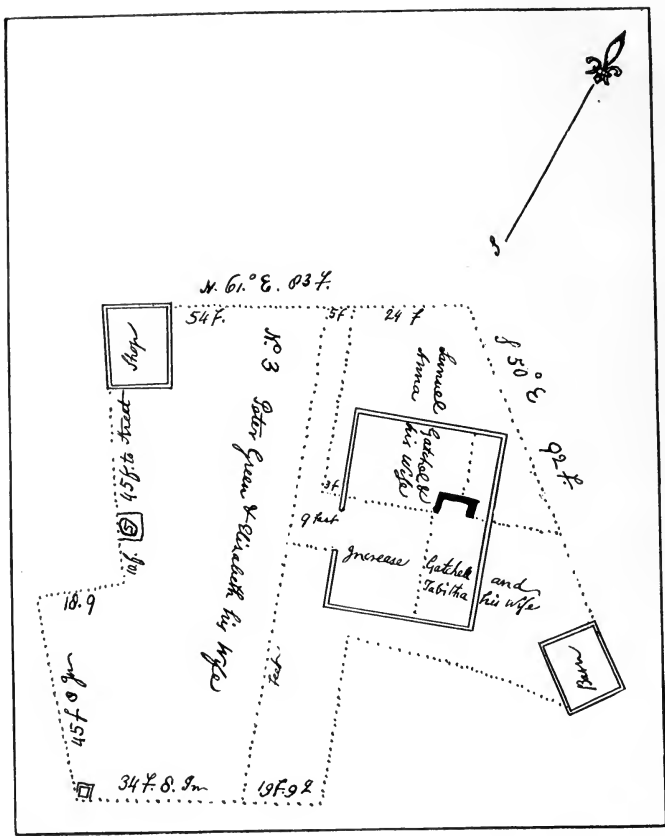
†Marblehead town records.

‡Essex Registry of Deeds, book 78, leaf 56.

§Essex Registry of Deeds, book 78, leaf 57.

||Essex Registry of Deeds, book 100, leaf 138.





DIVISION OF ESTATE OF SAMUEL HARRIS, 1751

record of the partition in the registry of deeds.* It is reproduced on the opposite page, having been reduced one-half in size. How much longer the old house stood is unknown.

John Roades House. This lot of land was early owned by Emanuel Clarke, and he conveyed it to Joseph Bowd in or before 1664. Mr. Bowd was "a liquor stiller," and lived in Marblehead. The house was occupied by Robert Sweete May 24, 1666, when Mr. Bowd mortgaged the estate to William Bartholomew of Boston, merchant;† and Mr. Bowd, who had become a yeoman, conveyed the house and land to Mr. Bartholomew May 20, 1671.‡ Mr. Bartholomew conveyed the house, land, orchard, yard, well, etc., to John Williams of Boston, butcher, Oct. 9, 1676;§ and Mr. Williams, for twenty pounds, conveyed the house and land to John Furbush of Marblehead, husbandman, Oct. 31, 1678.|| For forty-nine pounds, Mr. Furbush conveyed the house and lot to John Roades, jr., of Marblehead, fisherman, Aug. 14, 1683.¶ Mr. Rhodes died in 1725, his will, dated Oct. 28, 1721, being proved Sept. 10, 1725. In his will, he devised his real estate, after the death of his widow, Susannah Rhodes, to his children, John, Benjamin and Sarah Rhods, the sons of his deceased son Samuel Rhods, and Thomas Rhods, nephew of the testator. The "old dwelling house," as it was then called, was appraised at forty pounds, and the land under and around it at one hundred and twenty pounds. The widow probably died before Sept. 15, 1758, when this part of the real estate was divided. The house was twenty-eight feet long and sixteen feet wide, and stood end to the street, and about seventeen feet herefrom. On the rear was a leanto eight feet wide, and running the whole distance of the back end of the house. In this division the house, leanto and lot were assigned to the heirs of John Roads, deceased (probably the son

*Essex Registry of Deeds, book 100, leaf 140.

†Essex Registry of Deeds, book 2, leaf 120.

‡Essex Registry of Deeds, book 3, leaf 120.

§Essex Registry of Deeds, book 4, leaf 159.

||Essex Registry of Deeds, book 5, leaf 11.

¶Essex Registry of Deeds, book 6, leaf 91.

John). A plan of the premises, showing the parts into which they were divided, was filed with the return of the commissioners appointed to make partition in the probate court. This plan is reproduced on the opposite page full size. In 1760, this building was partly gone, and the part left was called "a piece of an old dwelling house."* John Roads, fisherman, John Martin, fisherman, and wife Sarah, and Anne Roads, singlewoman, all of Marblehead, for forty-eight pounds, conveyed to Dr. Humphrey Devereux of Marblehead four-fifths of this lot, with "an old building thereon late the mansion house of John Roads, deceased," Dec. 7, 1764.† John Roads' widow, Sarah Roads, married John LeCraw of Marblehead Feb. 17, 1756, and lived in this house until said Dec. 7, 1764, when she released her dower interest in the premises to Doctor Devereux.‡ The other one-fifth interest was owned by Stephen Roads of Marblehead, fisherman, who released the "old building . . . late the mansion house of John Roads, deceased," to Doctor Devereux Dec. 12 1766.‡ Probably the building was taken down immediately by Doctor Devereux.

William Woods House. This lot of meadow land belonged to Edmund Nicholson at the time of his death, in 1660. His widow and administratrix, Elizabeth Nicholson of Marblehead, her brother Frances Simpson, and Mr. Nicholson's sons, Christopher Nicholson and Joseph Nicholson, conveyed this land, with the two dwelling houses, cowhouse and workhouse thereon, to Capt. George Corwin of Salem, merchant Sept. 3, 1664.§ For seventy pounds, Captain Corwin conveyed the land "w'th such dwelling house or out houses, that are now standing thereupon," to William Woods of Marblehead, fisherman, Aug. 7, 1669.|| The lower house was probably taken down before 1700. Mr. Woods died in 1708; and the house, barn and land were then appraised at two hundred pounds. His widow and

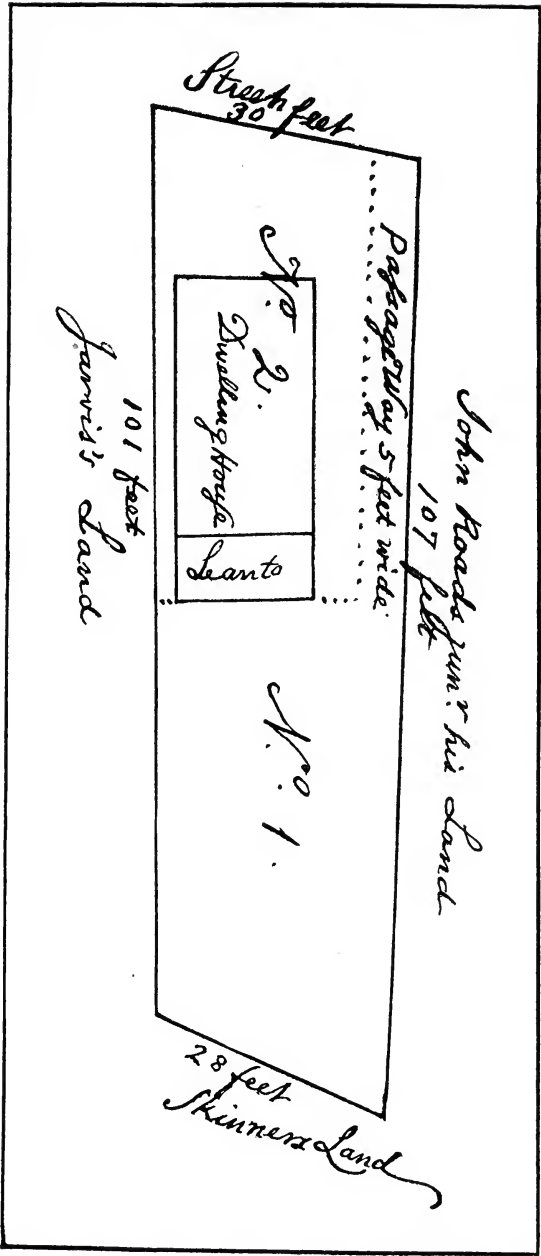
*Essex Registry of Deeds, book 109, leaf 68.

†Essex Registry of Deeds, book 115, leaf 147.

‡Essex Registry of Deeds, book 119, leaf 276.

§Essex Registry of Deeds, book 2, leaf 103.

||Essex Registry of Deeds, book 3, leaf 85.



DIVISION OF ESTATE OF JOHN ROADS, 1758

administratrix, Mary Woods, conveyed to his son-in-law Richard Skinner of Marblehead, mariner, "y^e large dwelling house" and this lot of land on which it stood, Nov. 28, 1711.* Deacon Skinner died March 9, 1726-7, having in his will devised "y^e house w^{ch} was my Father Wood's Mansion house" and land adjoining to his son John Skinner. The house and lot were then appraised at two hundred and thirty pounds. Capt. John Skinner died May 22, 1747; and his estate was divided April 13, 1761. His house was then occupied by William Revell (or Ravell) and others. The house, barn and land under and adjoining were appraised at that time at one hundred pounds; and in the division were assigned to William Skinner of Marblehead, merchant, son of the deceased. Dec. 1, 1761, William Skinner mortgaged the house and land, still occupied by William Ravel and called "Woods house," to Samuel Gardner, esq., of Salem.† Mr. Gardner evidently foreclosed the mortgage, and died, possessed of the estate, April 7, 1769. The "old house," as it was called, was then in the possession of Daniel Scandlin, and with the land was valued at eighty pounds. This property was included in the residue of the estate which Mr. Gardner devised, in his will, to his sons, George, Weld and Henry Gardner. For one hundred pounds, these three devisees, who were all of Salem, merchants, conveyed the house and land to Dr. Humphrey Devereux, jr., of Marblehead June 20, 1769.‡ Doctor Devereux died, possessed of the estate, Dec. 3, 1773. The house was standing the next year, but how much longer it stood is unknown.

John Waldron House. That part of this lot lying easterly of the dashes belonged to John Devereux, sr., of Marblehead, yeoman, Nov. 5, 1692, when he conveyed it, for thirty pounds, to John Waldron, sr., of Marblehead, anchorsmith.§

That part of this lot lying westerly of the dashes

*Old Norfolk Registry of Deeds, book 4, page 141.

†Essex Registry of Deeds, book 109, leaf 251.

‡Essex Registry of Deeds, book 122, leaf 17.

§Essex Registry of Deeds, book 9, leaf 105.

belonged to John Waldron, sr., very early. He worked in his shop, near his house, making anchors and doing general blacksmithing. He died in 1702, having devised to his wife Dorothy all his estate for her life for the maintenance of herself and her daughter Sarah Stephens, who was under age. He devised the eastern stone end of the house, after the widow's decease, to his son John. The house, land around it, etc., were appraised at two hundred and sixty pounds. John Waldron, the son, was also a blacksmith, and lived here, having become the sole owner of the house and land around it. He died in December, 1743, having devised one-eighth of his real estate to his daughter Mary Webber, and the remainder to Thomas Waldron, John Waldron and Sarah Ashton, equally. This, called his "mansion house," was appraised at seventy pounds, and the shop, bellows, etc., at five pounds. The executors of the estates of John Waldron and Thomas Waldron, both of Marblehead, gentlemen, deceased, for five hundred pounds, conveyed this house and land to Abraham Mullett of Marblehead, fisherman, Nov. 10, 1746.* Mr. Mullet lived here, and died before Feb. 2, 1767, when administration upon his estate was granted to widow Mary Mullet of Marblehead. The "mansion house," barn, shop and land were then appraised at two hundred and sixty-six pounds, thirteen shillings and four pence. The house was standing in 1794, and was gone before April 1, 1797, when widow Mary Briton and widow Hannah Ellidge, both of Danvers, two of the children of Abraham Mullet, deceased, conveyed two fifth interests in the land "where the mansion house of our father Abraham Mullet formerly stood."†

John Legg Houses and Estate of William Pote House. That part of this lot lying northerly of the dashes belonged to Francis Johnson in 1666; and to William Poate of Marblehead as early as 1671. Mr. Poate died possessed of it before Sept. 21, 1696. His widow, Ann Poate, was appointed administratrix of his estate; and, for twelve

*Essex Registry of Deeds, book 89, leaf 140.

†Essex Registry of Deeds, book 161, leaf 300.

pounds, she conveyed to Capt. John Legg of Marblehead, merchant, that part of the lot lying northwesterly and northeasterly of the house, Nov. 17, 1698.* That part of the lot Captain Legg owned until after 1700. The house and the land under and immediately around it was owned by William Pote, evidently a son of the deceased owner. Mr. Pote was a fisherman, and removed to Falmouth, before Nov. 10, 1730, when, for two hundred and eighty-five pounds, he conveyed the house and land to Benjamin Hendley of Marblehead, shoreman.† The house was then occupied by William Rowell. Mr. Hendley, for one hundred and twenty-five pounds, conveyed the house and land to Joseph Lindsey, of Marblehead, joiner, Feb. 6, 1747.‡ Mr. Lindsey died, possessed of the estate, in the autumn of 1764, having devised it in his will to his wife Rebecca. The mansion house, barn and land were then appraised at two hundred and fifty pounds. The widow probably died before May 30, 1793, when the estate was divided. The house had been built upon, so that the old house was only "the old end or ell part" of the mansion house then upon the land. In the division, this old part was assigned to Thomas Vinning of Marblehead, blacksmith, and his wife Mary.§ The old house thus lost its identity.

The middle section of this lot and the house thereon were owned early by Peter Miller of Salem, and he conveyed the same estate to Thomas Hawkins of Marblehead Jan. 15, 1677.|| Mr. Hawkins conveyed the same to Joseph Hallett of Marblehead, mariner, July 25, 1684.¶ For forty pounds, Mr. Hallett conveyed "our house" and land to Capt. John Legg of Marblehead, merchant, Sept. 21, 1696.** Colonel Legg died Oct. 8, 1718; and this house and land were assigned in the division of his estate Feb. 27, 1718-9, to his granddaughter, Jane Brown, spinster.†† How much longer this house stood and its exact location are unknown.

*Essex Registry of Deeds, book 13, leaf 225.

†Essex Registry of Deeds, book 52, leaf 222.

‡Essex Registry of Deeds, book 104, leaf 66.

§Essex Registry of Deeds, book 157, leaf 52.

||Essex Registry of Deeds, book 4, leaf 178.

¶Essex Registry of Deeds, book 7, leaf 4.

**Essex Registry of Deeds, book 11, leaf 201.

††Essex Registry of Deeds, book 35, leaf 156.

The southeastern section of this lot was in the possession of John Bartlett Jan. 12, 1671, when the selectmen of Marblehead and the committee of the commoners sold and laid out the lot to him, the cartway to go between the house and garden.* The house was already upon the lot at that time. John Bartlett was a mariner and lived here. For twenty-one pounds, he conveyed the house, barn and land to Capt. John Legg of Marblehead, merchant, Oct. 21, 1696.† For a similar consideration, Captain Legg reconveyed the same property to Mr. Bartlett Nov. 20, 1701.‡ Mr. Bartlett died in 1724 or 1725, his will being proved Aug. 13, 1725. The dwelling house and land were then valued at seventy pounds, and the house probably stood but a few year longer.

William Nick House. This lot belonged to William Nick of Marblehead, fisherman, very early. He owned the house and land in 1682; and died possessed of it in October, 1683. The dwelling house and outhouses with the orchard and the field towards the northwest side of the house were appraised at two hundred pounds. In his will he gave the house and land to his brothers John Nick and Christopher Nick for their lives and then to "the children." In 1696, the house was "old" and in very bad condition. It was probably gone soon after 1700.

John Bassett Lot. William Nick of Marblehead, fisherman, owned this land quite early, and conveyed the lot, with the shop thereon, to John Bassett, jr., of Marblehead, cooper, Oct. 12, 1682.§ Mr. Bassett owned it until after 1700.

*Marblehead town records.

†Essex Registry of Deeds, book 11, leaf 200.

‡Essex Registry of Deeds, book 15, leaf 231.

§Essex Registry of Deeds, book 7, leaf 109.

FAMILIAR WAYS OF EAST ANGLIA.

BY PAULINE WILLIS.

“ Norfolk and Suffolk near, so named of the sites,
Adorned every way with wonderful delights
To the beholding eye, that every where are seen,
Abounding with rich fields, and pastures fresh and green,
Fair havens to their shores; large heaths within them lie,
As nature in them strove to shew variety.”

Drayton.

To one whose native land is New England, and the greater part of life having been spent there, a visit to East Anglia has an indescribable charm. Interesting thoughts and memories are recalled by the remarkable resemblance of this part of England to our own home-land we are struck by it at every turn. This is scarcely to be wondered at, for we know that a very large number of the first settlers in New England came from Norfolk, Suffolk and Essex, and also from Lincolnshire. These were mostly men of rugged and masterful character, and they must needs have been so to have attempted such a migration in those days.

There had been many years of unrest before they left, and changes had taken place in the religious and political world. Old traditions of the spiritual and civil life had been cruelly uprooted, and new thoughts were working in men's minds. With the hope of gaining liberty to live according to their conscience and their own ideas of government, they bravely took their fortunes in their hands, and with their families crossed the seas.

Happily for us they brought with them the desire to preserve and hand down the domestic ways of their former home. We their descendants have therefore a special thrill of pleasure in visiting this corner of the country from whence they came, and seeing where our own customs originated.

As we travel through these counties, and chiefly in Norfolk, we are constantly coming across familiar sights, and names also, such as Hingham, Groton, Sudbury, Dedham, Ipswich, Lynn and others.

Our ancestors planted and laid out their farms, cut the roads and built their houses (some of them fortunately remain with us today), after the manner of the old land. Roughly-made stone walls they had dividing property, instead of the time-honoured hedges of England.

East Anglia is distinctly an agricultural and pastoral district. Its limits have never been clearly outlined, but we know that it embraces Norfolk and Suffolk, as well as parts of Essex Cambridgeshire and Lincolnshire where old Boston is.

We find stone and brick for building where we were forced to use timber, but in Norfolk when the houses are covered with stucco, it is often painted our well-known colonial yellow colour. In King's Lynn, the old Inn opposite the Custom house is like this, and the interesting Custom House itself might well have been copied in our Salem, and served Hawthorne as a model for his story. This Lynn is very like a New England town. Outside blinds, not so common in other parts of England, are found here and actually the same queer little catch to hold them them back that still remains on our older houses. We find in Norfolk the long slanting roof almost to the ground on the north side, a wise protection which was adopted in the new world also, against cold winter winds. In turning to that quaint little book, "Sketches of a New England Village in the Last Century," published in 1838, we find this description of the home of the authoress: "It was a tolerably large house, two stories in front, full of windows to admit all the genial influence of the South, while on the North it sloped down so that one might lay his hand on the roof. These old-fashioned houses are fast disappearing from our country." It is pleasant to think they are still to be found in East Anglia, indeed many of the houses there recall those of such towns as Salem Portsmouth or Newburyport. Squarely built with fine large rooms on either side of the entrance, and with a cen-

tral staircase. The front porches are much the same, and sometimes posts outside with chains hanging from them, form a certain barrier against intruders. How well we know these!

All over the country we see churches very near together, even in small hamlets as at the Raynhams, a South, East and West parish. This reminds us of our Andover with its three parishes also, and many other places in New England. Our forefathers were a religious people. We may mention a coincidence connected with the towns just spoken of. The first minister of Andover was Rev. Samuel Phillips, whose descendants and family name will ever be remembered there. His great grandfather came from South Raynham.

The county of Norfolk is known to be famous for its churches, and their wonderful architecture. Most of them are ancient, dating even to Saxon days, as the one at Great Dunham. Many of the parish records preserved in them contain entries of our own families. In these very buildings our ancestors were baptized at the fonts that are still standing. They worshipped there, came to be married there, and before burial were brought there too. Now they lie in God's acre that adjoins. The grave-yards strike us as so familiar. There was one in old Boston that the writer visited, and might well have imagined herself in New England, at Salem, Marblehead or the old Granary in our Boston, but particularly was this one like the Pentucket enclosure at Haverhill. The same fondness for verses and Scriptural texts is noticeable. In wandering through them, one longs to read the story on the lichen-covered stones. Alas! the storms of centuries have well-nigh obliterated all but a letter here and there, which excites the curiosity of the genealogist even more. The few dates that can be partly read, tell of a time far back in those days when the relations of those very ones who lie there, were crossing the great ocean to their new home. Longfellow's lines come back to us :

“Who are in these graves, we know not,
Only know they are our Fathers.”

We notice a kindness about the people of Norfolk, and thrifty, simple homelike ways, even an intonation in the voice that appeals to us. All is so like our typical old New Englanders. Certain expressions that are used strike a soft note in our hearts, we know some of them so well. Mr. Dutt in his book, "Highways and Byways in East Anglia," tells of the road-mender who said to him: 'kinder thowt as how we should have some rain afore night." Another tells you of the age he will be: "come next December;" someone else, that you "didn't ought" to do this or that, and not to be "hurrisome." Dr. Jessopp, the Vicar of Scarning, gets the following from an old man who was known to be given to swearing, "I didn't mean 'em all to be damned as you may say, but somehow it kind o' came handy like whereby you was helped along when you was in want of a word and couldn't stop noways." We hear old English words among the people there, such as "housen" for houses, and the h is never dropped by the pure race of that part, as is common with the uneducated elsewhere in the country.

It is also curious and interesting how one finds among the poorer classes everywhere, many habits and modes of speech that were used by their superiors in former days. These were copied and retained by them, handed down and remain. The poor are more conservative, old-fashioned and simpler than the rich. Their lives being spent in a narrower circle and surroundings, they are less influenced by the ever-changing ideas that are taken up by the more idle and restless ones in the world.

Superstition and the strange belief in witchcraft still lingers in that West country. It shows us where the roots lay that sent their off-shoots to our shores, and led to such horrible doings in early days. From Dr. Jessopp in his "Arcady" we can learn more of this. Someone has written: "There is a sort of evening shadow over the past." This seems more true when from a distance we try to picture to ourselves scenes of other days. To visit the very spots, however, where given events took place, particularly in a country like England where changes come more slowly, then the former times seem conjured up clearly be-

fore us. We can picture to ourselves how our ancestors lived and the scenery they looked out upon is spread before us now, almost, if not entirely unchanged since their day. This is especially the case when we are dealing with counties so agricultural as East Anglian ones. Generation after generation cultivates the land exactly as those before them have done, and the cattle and sheep feed on the same pastures.

The boundaries marked out in Domesday Book, dating from the grand survey in 1086 in William the Conqueror's time, are still existing. There is a restful and abiding sense of stability in looking at these ancient landmarks. In Oxford, a well-known field called "Port Meadow," down in the direction of Fair Rosamond's Bower, was given, the records tell us, by the Conqueror to the people of that old town. It was to be always a common or recreation ground, and so it has remained to this day, not encroached upon by any buildings.

To return to East Anglia. We find the ancient inns, those posting houses with their curious signs, are little altered from the days when our ancestors knew them. One or two may be mentioned where we may find a kindly welcome still. "The Crown" at Fakenham, "The George" at Swaffham, and "The Globe" at King's Lynn. Each has its history, and is a good starting place for many an interesting excursion.

One morning in August while cycling from the sleepy town of Swaffham towards Raynham, the road lay through lovely woods and the whole surroundings brought Andover to one's mind. It might have been Indian Ridge or the Old Railroad. The pines and firs filled the air with their delicious perfume, and beneath them the ferns grew high. The same white and purple wild flowers and the thistles that we know, grow by the roadside, and beside the foot-paths along the high-roads trodden down by the feet of the shepherds who have gone daily over them. We see a little of what might be called untidiness, nature left to her own sweet will, in East Anglia. There is not the cleanly swept and garnished look so characteristic of other parts of England. It is, however, infinitely more beautiful,

the God of nature speaks to us in all this loveliness. Man's hand and design are not everywhere apparent. One reason for this may be, that the soil of Norfolk, for instance, is not so rich and yielding as in some places, and the farmers have had to mix and fertilize it with great care and pains. These farmers rank as high as any others, but their work has been greater than with many. And in this may be found one more resemblance to our people of New England, where too a hard and barren soil had to be first worked upon. Those early settlers brought courage and perseverance from their old home. Their descendants have an inheritance that is not to be despised, but rightly honoured and preserved.

It might be good for us to go back in spirit and in practice, to some of the simpler, sterner ways of former days, to be more like those who have left a proud and enduring name, not to be forgotten. With a certain satisfaction we may follow Washington Irving and "Look to England with a hallowed feeling of tenderness and veneration as the land of our forefathers, the august repository of the monuments and antiquity of our race, the birthplace and mausoleum of the sages and heroes of our paternal history."

NEWSPAPER ITEMS RELATING TO ESSEX
COUNTY, MASSACHUSETTS.

(Continued from Vol. XLVI, page 192.)

Ran away from *Thomas Poynton of Salem*, a Negro Fellow, about 25 Years of Age, a short Thick-set Fellow, not very black, something pitted with the Small-Pox, speaks bad English; Had on when he went away, a dark colour'd Cloth Coat, lined with red Shalloon, with Mettal Buttons, a blue Sailor's Jacket, and a flowered German Serge Jacket, black knit Breeches, a Pair grey Stockings newly stock'd, an old Beaver Hatt, and an old Drab Great Coat; Any Person that shall take up said Negro, and convey him to *Salem*, or secure him in any Goal, shall be well rewarded, and all necessary Charges paid.

N. B. All Masters of Vessels and others are cautioned against harbouring, concealing or carrying off the said Negro, as they would avoid the Rigour of the Law.

THOMAS POYNTON.

Boston Evening Gazette, Feb. 11, 1760.

It is His Excellency Governor POWNALL'S Orders, That all the Recruiting Officers in the County of *Essex* and *York*, for the ensuing Campaign, make a Return to me at *Newbury*, once a Week, of what Men are recruited, setting forth the Regiment of Militia they belong to; as also by what recruiting Officers they are raised; and that the Commissary of Musters certify on the back of the Muster Rolls, that he delivers to the Recruiting Officer the particular Number it contains.

N. B. In applying to me in *Newbury*, with their Muster Rolls properly avouched, they will receive the other *Five Dollars* and Bounty Note.

JOSEPH INGERSOLL, Colonel.

Boston Evening Gazette, Feb. 25, 1760.

To be Sold by JOSEPH GOULD of Lynn, a likely spry Negro Woman 19 Years of Age, exceeding strong and healthy ; she is very good for Cookrey or Dairy ; with a female child 8 Months old ; Also a likely Negro Girl 8 Years of Age. Also a Parcel of choice good Wheat by Wholesale or Retail, Sheeps Wool and Cotton Wool by the Hundred or smaller Quantity Coffee, 5s & 4d. by the Dozen Old Tenor, Tea and Chocolate, ground Ginger at 6s by the Dozen, and all Sorts of Spices ; and sundry Sorts of English and West India Goods, too many to be here enumerated. Also a Two-Mast Boat, Boston built, with all her Appurtenances ; and also a Moses Boat. All to be Sold cheap for Cash, short Credit, or Treasurers Notes, &c, &c.

Boston Evening Gazette, Feb. 25, 1760

In an account of the great fire in Boston whereby 349 buildings were destroyed appears the following paragraph:—An Hon. Gentleman* in a neighbouring Town, upon hearing of the distressing Circumstances of many of the Sufferers in the late terrible Fire, was so touch'd with Sympathy that he immediately inclos'd an Order to his Friend here for 100 Bushels of Corn, to be distributed among those of them that were in the greatest Necessity.

Boston Evening Gazette, Mar. 24, 1760.

Captain William Davis arrived at Cape Cod last Tuesday in 28 Days from St. Kitts. He advises us of the following Captures:—Moody from Newbury for the West Indies, taken and retaken twice.

Boston Evening Gazette, Mar. 24, 1760

Monday last died at Salem, in the 66th Year of his Age, Jonathan Pew Esq.; one of his Majesty's Officers of the Customs, at the Port of Salem.

Boston Evening Gazette, Mar. 31, 1760.

*Coll. Benj. Pickman of Salem, is written in the margin of the issue in the library of the Essex Institute.

NEW YORK, March 31

Monday last the Privateer Ship St. George, James Devereux Commander, returned here from an unsuccessful Cruize of 13 Months; Last Tuesday Week he met with the Schooner Neptune, from the West Indies, bound for, and belonging to Cape Anne, in Distress, having lost her Rudder, Captain Devereux supplied her with some Necessaries, and put an Officer and four Men on board her, when she proceeded on her voyage.

Boston Evening Gazette, Apr. 7, 1760.

Capt. Brown, who was a Passenger on board Capt. Bradford, came to Town from Newbury, where he arrived in 18 Days from Eustatia, and informs that Capt. Turel and Cook from Salem have lately been taken and carried into Martineco.

Boston Evening Gazette, Apr. 14, 1760.

Came to the House of the Subscriber, on the 4th Inst. a Negro Man, aged about 50, a thick sett Fellow, of about 5 Feet Stature; Had on an old Felt Hat, a white mill'd Cap, a red Shag Great Coat, a green Jacket, an old checkt Shirt, and a Pair of black Cloth Breeches. Said Fellow says he belongs to Mr. *John Green* of *Concord*, who has given him a Pass to obtain Business. His Master may have him again paying the Charges.

Ipswich April 10m 1760.

THOMAS BORDMAN.

Boston Evening Gazette, Apr. 14, 1760.

To be Sold, or Let into the Province Service, by *Joseph Cottle* of *Newbury*; A new Snow about 175 Tons Burthen now lying at the Long Wharf in said Town, and has been only a three Months Voyage to St. Martins for Salt.

Boston Evening Gazette, Apr. 14, 1760.

By Capt. Watts in 11 Days from Louisbourg, but last from Halifax in 8, we learn, That a small Privateer of 6 Guns, out of the Gut of Canso, has taken a large Schooner belonging to Mr. Kingsbury of Newbury (bound from Philadelphia for Quebec) William Campbell Master.

Boston Evening Gazette, May 19, 1760.

About ten Days ago there were 2500 and odd Shad Fish taken out of Merrimack-River, by one single Draft of a Net.

Boston Evening Gazette, May 26, 1760.

Notice is hereby given, That on the Day of the Date hereof, a Spar or Piece of Timber, (suppos'd to be for a Ship's Mast) measuring about 70 Feet in Length, and between 2 & 3 Feet Diameter at the Butt, drove on Shore on *Nahant Beech* in *Lynn*, and taken up and secured by *Daniel Bassett* of said *Lynn*. The Owner thereof by applying to said *Bassett*, and paying the Charge of this Advertisement, and for securing the same, may receive it again.

Lynn, May 20, 1760.

Boston Evening Gazette, May 26, 1760.

These are to give Notice, That *Joseph York* and *John Griffin*, both of *Glocester* in the County of *Essex*, on the 16th Day of *June* Currant, inlisted with me the Subscriber into His Majesty's Provincial Service for the total Reduction of *Canada*, and receiv'd five Dollars each; and they have both since that Time Deserted. These are therefore to warn all Persons not to entertain or conceal them or either of them; and if any Persons shall so do, they may depend upon being prosecuted with the utmost Rigor of Law. And if any Persons will apprehend them, or either of them, so that they be convey'd to his Majesty's Castle William, they shall have all their necessary Charges paid, and shall have the further Sum of *Forty Shillings*, Lawful Money paid them (for each of the said Deserters) by

Humphrey Bradstreet, Capt.

Boston, June 30, 1760.

Boston Evening Gazette, July 7, 1760.

On Monday last died at *Cambridge*, after a lingering Indisposition, in the 27th Year of his Age, *Samuel Epes, Esq;* of *Ipswich*, the last surviving Heir of the late Honorable *Symonds Epes Esq;* and of the present Consort of the Rev. Mr. President *Holyoke*.

Boston Evening Gazette, July 7, 1760.

(To be continued.)

RECORDS OF THE VICE-ADMIRALTY COURT
AT HALIFAX, NOVA SCOTIA.

THE CONDEMNATION OF PRIZES AND RECAPTURES OF THE
REVOLUTION AND THE WAR OF 1812.

(Continued from Vol. XLVI, page 160.)

FACTOR (88), ship 291 tons, S. Lowe, master, Oporto to Norfolk, captured Sept. 7, 1812 by Liverpool Packet (privateer). Cargo: wine and jewellery. This ship was plundered at sea of \$30,000 and some wine on Aug. 20, by the ship Hero of London, bound to Quebec. Taken into Liverpool. Cargo restored to Portuguese owners.

FAME (672), sloop (privateer), captured Nov. —, 1814 by militia of Yarmouth. Taken into Yarmouth.

FAIR PLAY (365), sloop, captured July 25, 1813 by Boxer. Taken into New Brunswick.

FAIR TRADER (73), schr. (privateer), 29 tons, John Morgan, master, from Salem, cruising, captured July 16, 1812 by Indian. Cargo: guns, ammunition and provisions. Taken into New Brunswick.

FAIR TRADER (680), sch., 29 tons, Joseph H. Allen, master, New Bedford to New York, captured Dec. 6, 1814 by Rolla and Liverpool Packet (privateers). Cargo: rice, wine, salt, candles and fish. Taken into Liverpool.

FALUN (479), schr., A. Thompson, master, Halifax to U. S., captured Jan. 21, 1814 by Retaliation and Liverpool Packet (privateers). Taken into Liverpool. Restored.

FAME (167), sloop, G. Walden, master, New Port to New York, captured Apr. 1, 1813 by Sir John Sherbrooke (privateer). Cargo: 193 bbls. rosin, 2 pipes brandy and a cable.

FAME (504), sloop, Aron Clarke, master, captured May 14, 1814 by Liverpool Packet (privateer).

FAME (516), sloop, 85 tons, N. Locke, master, New Port to Oeracock, N. C., captured May 31, 1814 by Endymion. Cargo: 1900 gal. spermaciti oil.

FAME (564), sloop, 48 tons, Tim^r Folger, master, Boston to Nantucket, captured July 23, 1814 by Spencer, Nympe and Leander. Cargo: beef and pork. Restored.

FANNY (284), brig, 146 tons, Ja^s Breath, master, New Haven to Halifax, captured July 8, 1813 by La Hogue. Cargo: 1050 bbls. flour.

FANNY (313), brig, James Moffat, master, Morris River to Philadelphia, captured July 22, 1813 by Statira.

FANNY (15), ship, — Coleton, master, Port Glasgow to St. Johns, recaptured July 19, 1812 by Colibrie. Cargo: dry goods valued at £7800.

FAVORITE (607), brig, 158 tons, W. Ayton, master, Calcutta to Port Jackson, N. South Wales, recaptured Sept. 2, 1814 by Alban. Cargo: tea, sugar, rice and peice goods.

FAVOURITE (173), schr., 67 tons, Ge^o West, master, Plymouth to East Port, captured Apr. 5, 1813 by Valiant. Cargo: 2248 bushels corn, 50 bushels pease, 1 bbl. hogs lard, 374 lb. hams, 42 bbls. tar and 130 bushels flaxseed.

FEDERAL (104), brig, 115 tons, Sam^l Swan, master, Africa to Boston, captured Sept. 17, 1812. Cargo: ivory, cam wood, coffee, palm oil, old copper and some remains of the outward cargo; dry goods and provisions.

FENELON (126), schr., 109 tons, T. Ropes, master, Baltimore to Boston, captured Dec. 16, 1812 by Liverpool Packet (privateer). Cargo : flour and corn.

FIDELIA (221), ship, 243 tons, A. Gardner, master, New York to Cadiz, captured May 19, 1813 by Orpheus and Ramilies. Restored.

FINANCIER (443), sch., A. Webber, master, captured Nov. 9, 1813 by Shannon (privateer).

FINLAND (276), ship, 245 tons, W^m Chapman, master, Alexandria to Halifax, captured May 20, 1813 by Marlboro, Victorious, Barrossa, Narcissus and Junon. Cargo : 2327 bbls. flour and 220 bbls. flour. Restored.

FIRMINA (674), ship, 260 tons, Antonio Jose Fereira, master, Boston to Amelia Islands, captured Nov. 23, 1814 by Maidstone, Junon, Arab and Curlew. Cargo : ballast. Restored.

FLASH (526), sloop, Ja^s Barstow, master, captured June 7, 1814 by Niemen and Saturn.

FLIGHT (310), schr., — Kelly, master, Bourdeaux to Baltimore, captured Apr. 12, 1813 by Spartan and Victorious. Cargo : 60 chests & cases of merchandize, 1 cask glasses, 2 bags gloves, china, oil, 62 casks brandy and 52 hhds. wine.

FLOR DE LISBOA (258), brig, F. D. Viena, master, Porto Rico to Philadelphia, captured June 2, 1813 by Spartan, Statira and Martin. Cargo : sugar and rice.

FLOR DE MAR (353), ship, 311 tons, J. J. N. Carvalho, master, Fayal to Boston, captured Aug. 16, 1813 by La Hogue. Cargo : 74 pipes wine, 60 tons redwood and 3339 $\frac{3}{4}$.

FLOR DE TEJO (327), brig, P. J. Mezado, master, Batavia to Providence, captured July 31, 1813 by Manly. Cargo : camphor, sugar, coffee, nutmegs and dragons blood wine. Restored, except 14 casks wine.

FLOWER (414), schr., 26 tons, A. Burges, master, Rochester to Manchester, captured Sept. 14, 1813 by Star (privateer). Cargo: fish.

FORTUNE (131), schr., 114 tons, Ja^s Crocker, master, Machias to Boston, captured Aug 28, 1812 by General Smyth (privateer). Cargo: 72,955 ft. of boards and 6 puncheons of rum. Taken into New Brunswick.

FORTUNE (393), schr., B. Bates, master, fishing voyage, captured Aug. 31, 1813 by Boxer. Cargo: mackarl and codfish. Taken into New Brunswick.

FORTUNE (2), ship, 317 tons, D^d Stickney, master, Cape De Verds to Newbury Port, captured June 25, 1812 by Belvidera. Cargo: 184 moys salt.

FOUR BROTHERS (112), schr., 134 tons, J. Coombs, master, Machias to New York, captured Oct. 16, 1812 by Liverpool packet (privateer). Cargo: 95 ft. of lumber.

FOUR BROTHERS (330), schr., R. Sinclair, master, recaptured Aug. 4, 1813 by Emulous.

FOUR FRIENDS (534), schr., W. Shackleford, master, captured June 15, 1814 by Shannon (privateer).

FOUR SISTERS (24), ship, 204 tons, W. C. Williams, master, Lisbon to New York, captured July 19, 1812 by Ringdove. Cargo: ballast.

Fox (631), schr., at Machias, captured Sept. 8, 1814, by Bacchante, Tenedos, Rifleman and Pictou. Cargo: beef and pork, taken in Machias at the capture of that place and put on board the Fox. Taken into St. Johns, N. B.

Fox (684), sloop, 52 tons, Samuel Swasy, master, Newberry Port to Elizabeth, N. C., captured Dec. 5, 1814 by Rover (privateer). Cargo: salt, potatoes, &c. Taken into Liverpool.

FRANKLIN (294), schr., H. Nickerson, master, from George's River, captured July 3, 1813 by Weazel (privateer).

FRANCKLIN (448), sloop, 80 tons, S. B. Vail, master, George's Town to New York, captured Nov. 23, 1813 by Belvidera. Cargo: rice, cotton, and some poles.

FRANCISCA DE PAULA (525), brig, 90 tons, Frederica Arenos, master, Havannah to Boston, captured June 4, 1814 by Nimrod. Cargo: 145 hhds. molasses, including Capt^s Adventure.

FREDERICK AUGUSTUS (170), ship, 328 tons, ——— Eldred, master, Cadiz to New Port, captured Apr. 9, 1813, by Sir John Sherbrooke (privateer). Cargo: 99 casks salt and 5 ps Spanish clothes. Restored.

FREE PORT (379), sloop, A. Dyer, master, captured Aug. 4, 1813 by Broke (privateer).

FRIENDSHIP (72), schr. (privateer), 22 tons, A. Richard, master, from Boston, cruising, captured July 19, 1812 by Indian. Cargo: guns, ammunition and provisions. Taken into New Brunswick.

FRIENDSHIP (91), schr., 98 tons, S. Cook, master, Charleston to New York, captured Sept. 11, 1812 by Belvidera. Cargo: 260 bales of cotton.

FRIENDSHIP (139), schr., 114 tons, P. Gibbs, master, Oporto to Boston, captured Mar. 5, 1813 by Liverpool packet (privateer). Cargo: ballast.

FRIENDSHIP (322), schr., 97 tons, J. Smith, master, Union River to Beversby, captured July 13, 1813 by Matilda (privateer). Cargo: cord wood, bark and shingles.

FRIENDSHIP (348), schr., 74 tons, D. Rider, master, Province Town to Penobscot, captured July 28, 1813 by Fly (privateer). Cargo: ballast.

FRIENDSHIP (345), sloop, 100 tons, S. Dackendoff, master, Black Rock to East Port, captured July 6, 1813 by Boxer. Cargo: flour and tar. Taken into New Brunswick.

FRIENDSHIP (402), sloop, captured July 11, 1813 by La Hogue.

FYLINDA (646), sloop, 40 tons, Peter Burr, master, Fairfield Black Rock to Rhode Island, captured Oct. 1, 1814 by Liverpool packet (privateer). Cargo: Indian corn and rye, abt. 1400 bushels. Taken into Liverpool.

GALLOWAY (638), ship, captured Sept. 17, 1814, at Penobscot, by united naval and military force. Cargo: wine and spirits taken from the Decatur and other American vessels destroyed at Penobscot and put on board the Galloway.

GAMALA LA DELSO (403), brig, 162 tons, C. C. Berg, master, Gottenburg to Rhode Island, captured Sept. 19, 1813, by High Flyer tender to San Domingo. Cargo: tons iron, 6 tons steel, 17 tons allum, 300 boxes glass and 24 boxes iron plates. Vessel and part cargo restored.

GANNETT (358), schr., 35 tons, J. Marble, master, from Hingham, fishing, captured Aug. 12, 1813, by Curlew and Nymphe. Cargo: Codfish.

GARDINER (455), ship, J. Ray, master, captured Dec. 4, 1813 by Loire and Ramilies.

GENERAL GREEN (145), sloop, 83 tons, J. P. Hand, master, Boston to Albany, captured Mar. 8, 1813 by Liverpool packet (privateer). Cargo: 1 ton iron, 180 boxes herrings, 1000 quintals fish, 85 hhds. N. E. rum and 5 boxes sugar.

GEN^L HODGSON (219), sloop, 61 tons, ——— Agustus, master, Halifax to Martinique, recaptured May 19, 1813, by Sir John Sherbrooke (privateer). Cargo: fish, lumber and prize goods.

GENERAL MARION (450), schr., — Smith, master, captured Dec. 1, 1813 by Ramilies, Loire and Endymion.

GEN^L PUTNAM (662), schr. (privateer), J. Evans, master, 4 guns and 41 men, from Salem, cruising, captured Nov. 8, 1814 by Leander.

GEORGE (5), brig, 149 tons, J. Robertson, master, Rochelle to New York, captured July 8, 1812, by Guerriere. Cargo: brandy, wines, silks and dry goods.

GEORGE (23), brig, 211 tons, C. F. Tucker, master, Messina to Salem, captured July 17, 1812, by Emulous. Cargo: wine, brandy, juniper berries, sewing silk, essence lemmon, oil and nuts.

GEORGE (30), brig, T. Gossard, master, Poole to Nova Scotia, recaptured July 22, 1812 by Maidstone.

GEORGE (692), brig, 172 tons, Jacob Almy, master, George Town to New Bedford, captured Feb. 16, 1815, by Dove (privateer). Cargo: 330 tierces rice, 20 hhds. molasses and 2 M. reeds. Taken into Liverpool.

GE^O WASHINGTON (215), schr., 105 tons, S. Sterns, master, Bermuda to New Haven, captured May 1, 1813 by Retaliation (privateer). Cargo: ballast. Restored.

GEORGIANA (64), ship, E. Chamberlain, master, Liverpool to Norfolk, captured Aug. 28, 1812, by Nymphé. Restored on payment of costs.

GIFT (686), schr., 41 tons, Josiah Turner, master, Boston to Charlestown, captured Jan. 16, 1815 by Rover (privateer). Cargo: beef, pork, soap, earthenware, salt, cards oil, herrings, saws, baggs, &c. Taken into Liverpool.

GLENER (25), sloop (privateer), 56 tons, J. Robinson, master, from Kennebeck, cruising, captured July 23, 1812 by Colibrie. Cargo: guns, ammunition and provisions. Taken into the Provincial service.

GLEANER (679), sloop, 70 tons, Timothy Chapman, master, New York to East Haddam, captured Dec. 3, 1814 by Rolla (privateer). Cargo: flour, rye and other articles. Taken into Liverpool.

GOOD HOPE (645), schr., captured Sept. 26, 1814 by Loire. Cargo: spirits of turpentine and shingles. Taken into Liverpool.

GOSSAMER (32), ship (Letter Marque), 223 tons, Cha^s Goodrich, master, from Boston, cruising, captured July 23, 1812 by Emulous. Cargo: guns, ammunition and provisions.

GOV^R PLUMER (233), schr., J. Mudge, master, 6 guns and 50 men, from Newhampshire, cruising, captured May 27, 1813 by Sir John Sherbrooke (privateer).

GOVERNOR SHELBY (557), schr., 185 tons, J. Newman, master, New York to Amsterdam, captured July 13, 1814 by Narcissus and Saturn. Cargo: 121 hhds. tobacco and 6000 lb. tobacco stems.

GRACE (40), brig, — Bartlet, master, St. Marys to England, recaptured Aug. 7, 1812, by Chub.

GUERRIERE (683), brig, 169 tons, Francis A. Burnham, master, 4 guns and 60 men, from Portsmouth, cruising, captured Jan. 3, 1815, by Junon.

GUSTAVA (255), brig, 123 tons, C. Swenburg, master, Boston to Madeira, captured June 22, 1813 by Sylph. Cargo: 200 bbls. beef & pork, 157 kegs butter, 5 pipes gin, 118 bbls. tar and 25 bbls. pitch.

GUSTAVA (430), schr., 88 tons, Just Nelson Berg, master, St. Bartholomews to Boston, captured Jan. 22, 1814 by Retaliation and Liverpool Packet (privateers). Cargo: 54 hhds., 19 ts., 32 bbls. molasses, 2 bbls. coffee and 2 bbls. sugar. Taken into Liverpool. Restored.

HALIFAX (656), packet, ship, — Hogg, master, Aberdeen to Halifax, recaptured Oct. 30, 1814 by Bulwark. Cargo: dry goods, flour, oatmeal, cordage, &c.

HANNAH(495), brig, — Connelley, master, Demerara to Bermuda, recaptured Apr. 30, 1813 by Martin. Cargo: rum and molasses.

HANNAH (366), schr., 46 tons, A. Johnston, master, Boston to Thomas Town, captured Aug. 3, 1813, by Boxer. Cargo: corn. Taken into New Brunswick.

HANNAH (303), sloop, 71 tons, J. Smith, master, Frenchmans Bay to Nantucket, captured July 10, 1813 by Retrieve (privateer). Cargo: lumber.

HARE (53), brig, 246 tons, Cha^s Bertoddy, master, Naples to Boston, captured Aug. 1, 1812 by Belvidera. Cargo: brandy, silks, sweet oil, cream of tartar, soap and 15 bales of feathers.

HARLEQUIN (650), schr. (privateer), 232 tons, Elishu D. Brown, master, 10 guns and abt. 117 men, from Portsmouth, cruising, captured Oct. 23, 1814, by Bulwark.

HARRIET (417), brig, coasting vessel, captured June 8, 1813 by Victorious and the blockading squadron of the Chesapeake.

HARRIET (275), schr., A. Winnerholt, master, Newfoundland to London, recaptured June 28, 1813 by Dover. Cargo: oil and sealskins.

HARRIET (321), sloop, J. Collins, master, Penobscot to Portland, captured July 13, 1813 by Matilda (privateer). Cargo: fish, pickled and smoak'd.

HAZARD (575), schr., 30 tons, D. Gorham, master, Matomken, Md., to Boston, captured July 24, 1814 by Acasta. Cargo: corn and flour.

HECTOR (155), brig, 258 tons, P. Newford, master, Dublin to Quebec, recaptured Aug. 23, 1812 by Plumper. Cargo: ballast. Taken into New Brunswick.

HECTOR (203), brig, 156 tons, — Escopinische, master, Havannah to New York, captured Apr. 30, 1813 by Spartan. Cargo: sugar and coffee.

HELEN (590), ship, 237 tons, Tho^s Holmes, master, Havannah to Greenock, recaptured Aug. 16, 1814 by Wasp. Cargo: sugar and logwood.

HENRIETTA (62), ship, — Mason, master, recaptured Aug. 25, 1812 by Emulous.

HENRY (252), schr., 89 tons, J. Merryman, master, Passamaquaddy to Boston, captured June 19, 1813, by Matilda (privateer). Cargo: boards.

HENRY (37), ship, — Jackson, master, recaptured Aug. 11, 1812 by Emulous.

HENRY (198), ship, 181 tons, B. Gardiner, master, Liverpool to Boston, captured Apr. 28, 1813 by La Hogue. Cargo: earthen ware and salt. Restored.

HENRY GILDER (562), brig, 194 tons, Sam^l Newson, master, 8 twelve and 2 long nine pounders, 45 men, New York to Bourdeaux, captured July 12, 1814 by Niemen. Cargo: ballast.

HERALD (591), schr. (privateer), 231 tons, John Miller, master, had 60 men and 8 guns mounted at time of capture, pierced for 18 guns, captured Aug. 15, 1814 by Armide and Endymion.

HERCULANEUM (519), brig, 111 tons, And^v Smith, master, Hayti to Boston or Madeira, captured June 6, 1814 by Nimrod. Cargo: 19801 gal. molasses and 19 hhds. sugar.

HERMAN (279), ship, 413 tons, A. Horn, master, Baltimore to Lisbon, captured June 24, 1813 by Barrossa, Victorious, Narcissus, Success, Emulous, Diomede, Diadem, Atalante, Laurestinus, Mohawk and Moselle. Cargo: 5426 bbls. flour and 500 half bbls. flour.

HERO (264), brig, 165 tons, R. Stanworth, master, Limerick to Lisbon, recaptured June 12, 1813 by Martin, Spartan and Statira. Cargo: beef, pork and provisions.

HERO (388), schr., E. Langdon, master, Kennebeck to Boston, captured Aug 29, 1813 by Dart (privateer). Cargo, ballast. Taken into New Brunswick.

HERO (441), schr., — Merrihew, master, captured Nov. 14, 1813 by Belvidera.

HERO (547), schr., Peter Lurvey, master, captured July 3, 1814 by Retaliation (privateer). Taken into Liverpool.

HERO (481), sloop, Ge^o Fishley, master, captured Jan. 13, 1814 by Hare (privateer). Taken into St. Johns, N. B.

HERO (671), sloop, — Burrows, master, captured beginning of Nov., 1814 by Tenedos. Taken into Barrington.

HESPER (26), brig, 264 tons, E. Isley, master, Liverpool to Norfolk, captured July 20, 1812 by Ringdove. Cargo: ballast.

HETTY (261), brig, 151 tons, H. Skinner, master, Madeira to Philadelphia, captured June 1, 1813 by Spartan, Statira and Martin. Cargo: ballast.

HIBERNIA (604), schr., 69 tons, W. Fountain, master, Philadelphia to Boston, captured Aug. 21, 1814 by Niemen. Cargo: 641 shooks and 300 bbls. hoops.

HILAND HILL (610), sloop, 18 tons, T. L. Davy, master, New York to New Port, captured Aug. 29, 1814 by Lively (privateer). Cargo: 520 bushels Indian corn. Taken into Liverpool.

HIRAM (12), schr., 182 tons, Josiah Orne, master, Lisbon to Salem, captured July 18, 1812 by Spartan, Emulous. Cargo: fruit, also \$13,107.

HIRAM (92), schr., 195 tons, John Hays, master, Palermo to Philadelphia, captured Sept. 12, 1812 by Belvidera. Cargo: brimstone, salt petre, drugs, oil, soap and feathers.

HOLSTEIN (488), schr., 113 tons, M. Bates, master, Mantanza Island, Cuba, to Rhode Island, captured Mar. 28, 1813 by Belvidera. Cargo: molasses.

HONESTUS (66), ship, 300 tons, J. Stevens, master, St. Ubes to New Bedford, captured Aug. 24, 1812 by Nymphe. Cargo: salt.

HOPE (543), brig, J. Strang, master, Teneriffe and Bonaventure to London, recaptured June 29, 1814 by Rolla (privateer). Cargo: 60 casks Teneriffe wine and Barilla.

HOPE (595), schr., 33 tons, —Dewson, master, Boston to Machias, captured Aug. 16, 1814 by Liverpool Packet (privateer). Cargo: 30 bbls. flour, 36 bbls. pork, 149 kegs tobacco, 10 boxes candles and 5 casks shoes.

HOPE (328), ship, 164 tons, J. Jordan, master, Lisbon to Boston, captured Aug. 2, 1813 by Manly. Cargo: fruit, whalebone and wine.

HOPE (368), ship, 416 tons, J. Emery, master, Lisbon to New Port, captured Aug. 28, 1813 by Loup Cervier. Cargo: salt. Restored.

HOPE (678), sloop, 42 tons, Geo. W. Dennison, master, Providence to New York, captured Dec. 4, 1814 by Liverpool Packet (privateer). Cargo: salt, candles and codfish. Taken into Liverpool.

HOPE FOR PEACE (315), shallop, E. Crowel, master, Mass. Bay to Halifax, captured July 18, 1813 by Capt. McPherson and 2 Co. Militia.

HOPPET (426), brig, 150 tons, C. F. Sandstrom, master, Gottenburg to Boston, captured Oct. 25, 1813 by Romulous. Cargo : iron, allum, bale goods and glass. Restored.

HOWE (154), brig, 162 tons, J. Askew, master, Penzance to Pictou, recaptured Sept. 5, 1812 by Plumper. Cargo : ballast. Taken into New Brunswick.

HUNTER (150), sloop, 33 tons, M. Peck, master, Edgar Town to Boston, captured Mar. 11, 1813 by Retaliation (privateer). Cargo : 2400 bushels corn and 3M staves.

HUNTRESS (442), sloop, J. Currie, master, captured Nov. 11, 1813 by Borer and Valiant.

HUSAREN (440), brig P. T. Isnardon, master, St. Bartholomews to New Haven, captured Nov. 14, 1813, by Jaseur. Restored.

HUSSAR (514), schr. (privateer), Fr^s. Jenkins, master, 97 men, cruising, captured May 25, 1814 by Saturn.

IDA (602), brig, 180 tons, ——— Pearce, master, 10 carriage guns, 18 16 pounders and 64 men, Boston to France, captured Aug. 9, 1814 by Newcastle.

ILLUMINATOR (11), brig, 254 tons, Rob^t Patterson, master, Havannah to Boston, captured July 11, 1812 by Emulous. Cargo : molasses, sugar, hides and coffee.

ILLUMINATOR (11), brig, 254 tons, R. Patterson, master, Havannah to Boston, captured July 11, 1812 by Emulous. Cargo : molasses, sugar, coffee and hides. Restored.

INDUSTRY (377), schr., F. Webster, master, captured Aug. 20, 1813 by Broke (privateer).

INDUSTRY (435), schr., T. Rice, master, captured Nov. 3, 1813 by Arab.

INDUSTRY (619), schr., Moses Brown, master, Halifax to Newberry Port, captured Sept. 10, 1814 by Lively (privateer). Cargo : dry goods. Taken into Liverpool.

INDUSTRY (687), sloop, cargo of Oliver Slate, master, New York to Sag Harbour, captured Jan. 16, 1815 by Rover (privateer). Cargo ; flour, cyder, gin, &c. Taken into Liverpool.

INVINCIBLE (593), ship, Peter Destebecho, master, Charlestown to New York, recaptured Aug. 16, 1814 by Armide, Cargo : 77 boxes sugar and part cargo ship Helen found on board.

INVINCIBLE (593), ship, 331 tons, Peter Destebecho, master, 16 carriage guns and 60 men, Charlestown to New York, captured Aug. 16, 1814 by Armide, Endymion and Pique. Cargo : 314 tierces and 103 half tierces rice.

ISABELLA (304), brig, 128 tons, P. Slaygur, master, Algesiras to Boston, captured July 19, 1813 by Pictou. Cargo : wine, silk, oil and cork.

JAMES (622), schr., Eli Crawford, master, Washington to New York, captured Sept. 5, 1814 by Niemen. Cargo : 185 bbls. flour.

JANE (660), brig, 224 tons, David George, master, Liverpool to New Brunswick, recaptured Nov. 9, 1814 by Maidstone. Cargo : salt.

JANE (459), schr., no person on board, captured Dec. 10, 1813 near Cape Ann, by Wolverine (privateer). Cargo : cord wood. Taken into Liverpool.

JANE (65), ship, N. Thomas, master, to New York, captured Aug. 27, 1812 by Colibrie. Restored on payment of costs.

JANE (451), sloop, 65 tons, J. Brown, master, Cape Cod Bay to Boston, captured Dec. 6, 1813 by Majestic, Junon. Cargo : cord wood and bark.

JANE (579), sloop, 70 tons, Geo. Gramsby, master, Porto Rico and Wilmington, captured Aug. 2, 1814 by Acasta. Cargo: sugar and hides.

JANE (668), sloop, 65 tons, Josiah Snow, master, Boston to Harpswell, captured Nov. 12, 1814 by Rover (privateer). Cargo: ballast. Taken into Liverpool.

JANUS (530), sloop 77 tons, P. Justin, master, New York to New Port, captured June 14, 1814 by Liverpool Packet (privateer). Cargo: 700 bbls. flour. Restored.

JANUS (572), sloop, P. Justin, master, captured—, 1814 by Niemen.

JEFFERSON (318), schr., 99 tons, J. Colcord, master, Boston to Prospect, captured July 12, 1813 by Bream. Cargo: ballast. Taken into New Brunswick.

JENNETT (176), brig, J. Pritchard, master, East Port to Chesapeake, captured Apr. 12, 1813 by Junon. Cargo: lumber, beef, bread, herrings, candles and soap butter.

JERUSALEM (380), ship, 750 tons, Panagi Corcori, master, Havannah to Boston, captured Sept. 3, 1813 by Majestic. Cargo: 2000 boxes sugar, a number bbls. sugar, 200 bags coffee, 200 quintals copper, 150 hides, 5000 horns and 4 boxes tapes.

JERUSA (336), sloop, W. Freeman, master, captured July 11, 1813 by La Hogue.

JOANNAH (242), schr., 48 tons, A. Newcomb, master, Boston to East Port, captured June 1, 1813 by Dart (privateer). Cargo: 1589 bushels corn. Taken into New Brunswick.

JOHN (45), brig, 164 tons, John Alden, master, Liverpool to Portland, captured Aug. 15, 1812 by Maidstone. Cargo: salt and earthen ware.

272 RECORDS OF THE VICE-ADMIRALTY COURT.

JOHN (168), brig, 130 tons, C. Woodward, master, New York to Portland, captured Apr. 5, 1813, by Liverpool Packet (privateer). Cargo: 1056 bbls. flour.

JOHN (515), sloop, J. L. Stover, master, captured May 18, 1814 by Shannon (privateer).

JOHN ADAMS (317), brig, 223 tons, John Goold, master, Portland to St. Bartholomews, captured July 11, 1813 by Retrieve (privateer) and Rattler. Cargo: lumber, staves and shingles. Taken into New Brunswick. Restored.

JOHN & MARY (437), brig, T. Collins, master, recaptured Oct. 29, 1813, by Loup Cervier.

JNO & MIRIAM (375), schr., S. Rhodes, master, captured Aug. 20, 1813 by Broke (privateer).

JOSEPH & MARY (693), brig, 267 tons, Stephen Stanton, master, Prince Edw^{ds} Island to Falmouth, recaptured Jan. 24, 1815, by Bulwark. Cargo: lumber.

JUANA (208), sloop, — Avery, master, Havannah to New Port, captured May 1, 1813, by Spartan. Cargo: coffee, raisins and campeachy wood. Restored.

JUDITH (627), captured Aug. 20 or 21, 1814 by Espoir. Cargo: brandy, spirits, coffee, cotton, tobacco, nails, iron, &c., taken from prize schr. Hornet and transshipped into the Judith.

JUDITH (444), schr., M. Fowler, master, captured Nov. 7, 1813 by Shannon (privateer).

JULIAN (117), schr., 80 tons, D. Hallet, master, Boston to New York, captured Nov. 13, 1812 by Liverpool Packet (privateer). Cargo: salt, oil and fish.

JULIAN (471), schr., E. Foster, master, captured Dec. 8, 1813, by Martin.

(To be continued.)

ESSEX COUNTY NOTARIAL RECORDS,

1697-1768.

(Continued from Vol. XLVI, page 128.)

Protest. Andrew Wilson, Master, and Henry Swan, mate, of Sloop Brunswick made declaration that on July 15, they sailed with 4 hands besides themselves from Boston for the West Indies, laden with lumber, and on the 27th in Lat. 39.3 North & Long. 63.39 they sprung a leak and put back to Boston. On the 28th in Lat. 40.23 & Long. 64.32 they had 4 feet of water in the hold "and not being able to free her with their Pumps & to Save their Lives by Lightning the Vessel they hove overboard the Deck Load of Lumber and on the 30th of s^d July She filled with Water & they were obliged to go before the Wind while they came into the Lat. of ab^t 43 & Long^d 64 & seeing a Vessel the s^d Master with four Hands went in their Boat to get Relief from s^d Vessel, leaving the mate on board, but it growing foggy they lost sight of the s^d Sloop and got on board of a Schooner one Pinson Bickford Master and about 52 Hours after the s^d Mate met with a fishing Schooner belonging to Salem Sam^l Carryl Master & geting on board s^d Schooner & there being no possibility of Saving s^d Sloop they took out the Sayls, Rigging [103] and one Anchor and left s^d Sloop." Aug. 8, 1757.

Power of Attorney given by Mary Cranch of Boston, widow, to John Touzel of Salem, goldsmith. [104] Apr. 27, 1756. Witnesses: Dan^l Ropes, Allen Putnam. Acknowledged before Joseph Bowditch, Justice of the Peace.

Halifax, July 18, 1757. The memorial of Joseph Mascoll, jr., late master of the Schooner Love, lately libelled in the Court of Vice Admiralty by William Nesbitt, Esq^r

at the relation of John Scafe, Esq^r, commander of His Majesty's Sloop of War called the Vulture. That he had not violated any of the acts of trade or navigation, that he took in his homeward bound cargo of molasses and some bags of cotton wool at St Eustatia, the steamer being legally cleared, as appears by a Dutch clearance filed in court, that he intended to have landed the said cargo at Salem. Further that at the time of his illegal seizure he had the necessary [105] clearances and passports, also the register, but they were taken when the schooner was confiscated and not allowed to be brought into court, by which he was prevented from entering his cargo at the custom house there. Said Mascoll asks that an appeal be granted by the Court. Memorial prepared by Geo. Suckling, advocate for said Mascoll. Certificate signed by John Collier, Judge of the Court of Vice Admiralty, that the Memorial was read in Court and rejected, "it containing no matter in the Prayer thereof (except the Request for Copies of the Papers) but what was impertinent." Sept. 13, 1757.

[106] Protest. Benj^a Calley, master or skipper of the Schooner Joseph, owned by Col. Jeremiah Lee of Marblehead, made declaration that being fishing on the Grand Bank on Aug. 23, 1757, in Lat. 44.47 at anchor, "they saw a Sloop that they judged to be a French Privateer and when they first saw her She was standing upon the Wind but she soon bore down upon Them and as they had not time to weigh their anchor They cut away about a quarter part of their Cable with their Anchor and ran away to the westward and then the s^d Sloop hall'd upon a Wind & went away and they with s^d Schooner arrived in Marblehead harbour this morning." Sept. 29, 1757. Benjamin Marston and Nathaniel Man also made oath to the same.

Protest. Richard Manning, late master of the Schooner Benjamin, Edw^d Cox, mate and Benjamin Leach, mariner, made declaration that they sailed from Salem about July 11, with a small breeze, bound for Barbadoes, and on the

21st at 6 o'clock, "bearing W. B. S. made this Island distant nine Leagues or thereabouts, and at Seven at Night handed small Sayls and at half an Hour after ten the same night They saw a Sayl to the S. W. which they Imagined to [107] be a French Privateer and from such apprehensions They steered more to the Northward in order to Clear the s^d Sail and then hall'd the Wind again but the Current seting to Leeward, and night deceiving them They got nearer the Shoales than they imagined and on monday the s^d Schooner Struck on a Shoale lying off Cave Bay and notwithstanding all the Efforts & Industry of these appearers they could not get her off but that She has become a Wreck and gone to pieces by reason of which the chiefest or major part of her Cargo were entirely lost." Barbadoes, Aug. 23, 1757, before Richard Husbands, Esq^r, Notary Public.

Portlege bill for Sloop Victory for an intended voyage to the West Indies, David Masury, Master.

Mens Names	When Shipp'd	Stations	When Discharg'd	Time in Pay		What Advance		Whole Wages		Wages Due	
				m.	ds.	£	s	£	s	£	s
David Masury	Oct. 21	Master	Janry 31	3.10	2.8.0	8				5.12	
Sam ^l Moses	Nov. 22	Mate	Do y ^e 9	1.16	2.5.0	3.	9. 1	1.	4. 1		
Tho ^s Ropes	Do	Cooper	Do	1.16	2.5.	3.	9. 1	1.	4. 1		
Sam ^l Bagnell	Do 29	Seam ⁿ	Do	1.10	1.19.	2.11.10		12.10			
Solo Driver	Decr 7 th	Do	Do	1.2	1.19.	1.7		2. 7			
Jona Fisk	Do y ^e 6 th	Do	Do	1.3	9.	2. 2. 8		3. 8			
Cha. Brown	Nov. 24	Boy	Do	1.16	1. 4.	1.16. 9		12. 9			
										£9.12. 0	

The Sum deducted out of the Sale of the Sloop which was eight Pounds Sterling is not equal to my Comissions for the Same.

The above Sum that is due is expected to be paid out of the Bills that the Sloop was sold for.

Errors Excepted p David Masury.

[108] Shipped by Benj^a Pickman on Schooner Benjamin, Richard Manning, master, now in Salem harbor, bound for Barbadoes, 37 Hh^{ds} fish and 10 bar^{ls} Pork 2 Q^{tes} Cusk, marked B. P. and S. P., dated Salem, June 27, 1757.

Note, dated Mar. 12, 1741/2. Richard Brett to Capt. Herbert Thorndike, 24 bushels, 1 1/2 pecks wheat by the last of July next. Witnesses: Hanson Harrison, James Quensbury. Endorsed to John Turner by Herbert Thorndike, Salem, Apr. 27, 1742. Endorsed to "the bearer" by John Turner, Salem, Dec. 3, 1757.

[109] Note, dated Nansemy, Charles Co., Maryland, Mar. 13, 1741/2. Hanson Harrison to Capt Herbert Thorndike, 55 bushels of merchantable wheat by July 25th. Witnesses: Brackinbry Patch, Joshua Thorndike. Endorsed by Herbert Thorndike to John Turner, dated Salem, Apr. 27, 1742. Endorsed by John Turner to "bearer," dated Salem, Dec. 3, 1757.

Invoice of a cargo of goods Landed with Hanson Harrison from on board the Schooner Sea Flower, Capt. Herbert Thorndike, commander, for sales and returns at the risk of said Thorndike, allowing the s^d Harrison 10 % for selling and receiving and 10 % for wastage, viz.:

One bar ⁿ Moll ^a Containing	Gall 32 1/2
One bar ⁿ Wine	32
One D ^o Codfish, 30 ⁿ Sugar 8 1/2 bush ⁿ Salt	
Mem ^o Molasses to Sell a 4/6 ₤ : Wine 6/ ₤ Gall	
Pickled Codd at 3 ^d ₤ ^{1b} Sugar at 1/3 ₤. Dry Cod at 3 ^d	

For Wheat allowing 4/ ₤ Bushel as ₤ agreement

March 13, 1741

Sell Salt at 5/ ₤ bush^l

Oct. 20, 1748, Benjamin Pickman, of Salem, made oath before William Shirley, Esq., Governor, and Thomas Lechmore, jr., Collector of Customs of Salem, "that the Schooner Love of Salem whereof Josiah Orne is at present Master being a square Stern'd Vessel of the Burthen of about Eighty Tons was built at Salem afores'd this present year," 1748, that he and Nathaniel Ropes and Josiah Orne are the present owners, and that no foreigner directly or indirectly has any interest in her. According to an act for preventing fraud and regulating abuses in

the Plantation trade, made in the 7th and 8th years of the Reign of William III.

[110] Certificate, dated Salem Custom House, Dec. 31, 1751, that Gamaliel Hodges is now Master of the within named Schooner.

Certificate, dated Jan. 6, 1752, that Josiah Orne sold his interest in the Schooner to Nathaniel Ropes. Witnesses: John King, Francis Cabot.

Certificate, dated Mar. 8, 1757, that Joseph Mascoll is now Master of the within named Schooner.

Certificate from the Court of Vice Admiralty, Nova Scotia, that the above papers were not exhibited to the Court before the decree and could not be taken into consideration. Dated July 20, 1757.

Note, dated Damariscotty, Aug. 4, 1754. John Simpson to Caleb Maddocks for £7: 4 s: 6 d. Endorsed to Ichabod Smith by Caleb Maddocks. Endorsed to Benjamin Pickman, Esq. by Ichabod Smith.

Note, dated Damariscotty, Aug. 5, 1754, John Simpson to Stephen Hodgden for £4: 4 s. Endorsed to Ichabod Smith of Berwick by Stephen Hodgden, dated Boston, Sept. 25, 1755. Endorsed to Benj^a Pickman, Esq. by Ichabod Smith.

[111] Shipped by James Brown in the Snow Appollo, Henry Scott, Master, now in Boston Harbor bound for Greenock, 19 barrels of "Train Oyle" and 1200 Horns, to be delivered to John Brown, jr. in the Gorbels, Glasgow, he paying freight at the rate of £3 Ⓕ ton for the oil and 18 d Ⓕ Hundred for the Horns, with primage and average. Dated Boston, Jan. 8, 1757.

Protest. William Carmichael, master of the Snow Queensberry of Elym, Great Britain, made declaration that they sailed from Liverpool about Jan. 29, laden with salt, bound for Virginia, and on Mar. 12 in Lat. 41.37 and

Long. 32.18 West about 11 o'clock at night "with a very severe Squall of Wind w^t Thunder & Lightning they carried away the fore Yard split the fore Topsail fore sail & Fore Stay Sayl, and on or about the 11th of April They saw a Sloop and making my Signals of Distress s^d Sloop bore down to them and Hoisting out their Boat to go on board to get some water the Fast broke and they lost her, and on Sunday April y^e 16th being in Lat. 36.20, Long. 63.30 it blowing excessive hard & the Sea running very high they carried away the Mainmast & the Main Topmast & Top Gall^t Mast broke [112] In two or three pieces & in the fall carried away the Rail of the Quarter Deck part of the Gunwale & tore y^e mainsail to pieces with her Rowling draw'd out most part of the Chain Slate (?) Bolts which caused her to make a great deal of Water and wasted much of their Cargo & our Men & Boys being very sickly that when it blew hard it was with great difficulty that all Hands could keep her free & being short of Provisions & Water were forced to bear away for the first Port they could make to repair the damages they had sustained and arrived at Salem afores^d on Sunday the Seventh Instant." Dated May 8, 1758.

Protest. Thomas Poynton, master of the ship Essex, 150 tons, made declaration that on Mar. 19 he sailed from Oporto to Salem loaded with salt and bale goods, and on the 21st in Lat. 42.16 and Long. 11.18 "they met with a large Sea which carried away their Derrick and that on monday the tenth of April being in Lat. 39.59, Long. 48.12 they had a very hard Gale of Wind and laying too under their Foresail a Sea struck them which carried both their Boats overboard split the Foresail damaged the Foremast broke the spare Topmast and shifted the Hold and therefore supposes some of the Cargo may be damnified, and he arrived at Salem this Day." [113] May 16, 1758. John Jones, mate, and Edw^d Smith, boatswain, also oath to the same.

Note, for one month, dated New London, Sept. 30, 1752. Thomas Allen to James Thomas of Salem for £232. Endorsed to Benjamin Pickman, Esq. by James Thomas.

Bill of exchange. Thirty days' sight draft of George Allen on Van Microft & Hopkins, merchants in London, to Thomas Poynton for £23 : 3 s. Dated Porto, Mar. 14, 1758. Endorsed to Lane & Booth by Thomas Poynton.

Bill of exchange. Sixty days' sight draft of Theodore Godet on Nicholas Noording of Amsterdam, to Capt. Philip Sanders, jr., for 345 guilders, 12 stivers. Dated St. Eustatia, Aug. 27, 1757. Endorsed to Willoughby Toppan, merchant, Salem, by Philip Sanders, jr. [114] Endorsed to Eb^r Putnam by Willoughby Toppan. Endorsed to Rich^d Smith by Ebenezer Putnam. Endorsed to Allen & Marlar "in account with Scott & McMichael," by Richard Smith. Endorsed to Geo. Clifford & Sons by Allen & Marlar, London, Nov. 25, 1757. Protested, Feb. 3, 1758, at Amsterdam, by George Clifford & Sons, George, John and Henry, of Amsterdam, merchants, for non-acceptance and non-payment, before Hermannus de Wolff, jr., Notary Public.

[115] Protest. Nicholas Girdler, jr., master of the Schooner Elizabeth of Marblehead, 60 tons, made declaration that on Aug. 10, he sailed with 8 hands from Marblehead to the fishing banks, and on Aug. 17 being on St. Peter's Bank at anchor, "our Cable dealt & we lost about 20 fathom of Cable with an anchor and that on the 7th Day of Sept. Instant being a fishing at Anchor upon bank verd We saw a Ship which We took to be a french man of War at less than a mile distant bearing down upon us having a Sch^r with her which We took to be a Sch^r which she had taken which occasioned our Cutting our Cable to run from her. She still pursued us and fired a Shot at us, but we out Sayling her she left pursuing us and bore down to the Sch^r She had with her and that on or ab^t y^e 14th Instant our Vessel sprang a Leak which obliged us to come home without making up our fare of Fish and on this Day arrived at Marblehead afores^d." Aug. 10, 1758. Nath^l Dennen and Sam^l Groe, two of the fishermen, made oath to the same.

Note, dated Mar. 1, 1758. Michael Herbert to Philip Crisfeald for £8 : 25 : in corn, pork or wheat on or before Nov. 10. Witness : Cuthbert Herbert.

[116] Note, dated North Carolina, May 24, 1758. Corn^s Campbell to Capt. John Simons, for 150 barrels of good merchantable tar or "pay the value in Proclamation money at Market Price." Witness: — Valentine Wade.

Note, dated May 26, 1758. David Rogers to Capt. John Symonds for £6 : 8s. North Carolina money.

Note, dated St. Mary's Co., Mar. 4, 1758. Arnold Livers to Andrew Tucker for 43 bushels of Indian corn at or before Jan. 25. Endorsed by Andrew Tucker.

Note, dated Mar. 7, 1758. Will Deacon to Capt. Andrew Tucker for 23 bushels of Indian corn. Endorsed by Andrew Tucker.

Note, dated Manchester, Apr. 28, 1756, Notley Goldsmith to Edward Raymond of Beverly, for 44 bushels of wheat to be delivered at Boston, Marblehead, Salem, Beverly, Manchester, or Cape Ann, at or before Sept. 1, Raymond to pay freight. Witnesses: John Lee, jr. and Benjamin Kimball.

William Hopper's receipt, dated Feb. 4, 1757, to Capt. George West for 2 pipes of Fyal wine "which I promise to return to Col^o. Benj^a. Pickman, or dispose of for his se."

[117] Protest: Benj^a Lovett, Master of the Schooner Fair Lady of Salem, made declaration that on Nov. 11, 1758 he sailed from Salem for Monto Christi, West Indies, but on account of calms and strong westerly currents was forced to leeward and on Nov. 27, in Lat. 20. 10 N^o & Long. 65 W. "they got on Shore upon a place called the Plate Wreck and there lay about six Hours, and carrying out their Anchors and endeavouring to heave off their Vessel their Cables parted, but they got clear leav-

ing both their Anchors and the greatest part of their Cables." Jan. 20, 1759, Andrew Herrick, mate, and Matthew Bootman, mariner, made oath to the same.

Bill of Exchange, dated St. Eustatius, Feb. 4, 1758. Sixty days sight kraft of Ralph Sampson on Thomas & Adrian Hope, merchants, in Amsterdam, to Benjamin Pickman, Esq., in London, for £112: 10 s., in account with Lewes Pucch (?). Endorsed to W^m Eppes, Esq. by Benjamin Pickman. Endorsed to Morgan Thomas & Co. by W^m Eppes. Protested by Thomas & Adrian Hope, at Amsterdam. Witnesses: Mashn Mollend and Jacobus Jacobs. [Protest in Dutch]

[118] Protest: Crispus Brewer, Master of the Schooner, Two Brothers, 40 tons, made declaration that on Feb. 13 he sailed from Monto Christi, with 6 hands, for Salem and on the 20th in Lat. 32. 42 N°. & Long. 72. 6 W. "the Wind blowing very hard at S. E. They sprang a Leak so as that they were obliged to keep one Pump constantly at work all the remainder of their passage till they arrived this Day in Salem Harbour afores'd." Mar. 1, 1759. Habackkuk Bowditch and Asa Leech, two of the mariners, also made oath to the same.

Bill of Exchange dated St. Eustatius, Feb. 1, 1758. Sixty days sight draft of Jan de Windt on Abraham Van Hoboken of Amsterdam, to Capt. David Neal in London, for £50. Endorsed to Richard Leechmere by David Neal. Endorsed to Sol^o Davis by Richard Leechmere. Endorsed to John and Jonathan Simpson by Sol^o. Davis. [119] Protested Nov. 2, 1758, at Amsterdam, by Jan Willem Nagel, of Amsterdam, merchant, Abraham Van Hoboken refusing to accept because "the Funds ly in England in the Ships brought up and at the Day of falling due one must address Himself at Mefs^{rs} Henry & Peter Muilman & Son." Witnesses: Cornelis Jan van Teylingen and Hendrick Ziudeshoff. Protested, Jan. 4, 1759 in London by Robert Plumsted of London, merchant, who declared that although the original bill was

made payable in London to Him remitted and become due, yet he had no provision for payment. The same answer was given when the bill was presented to Henry & Peter Muilman & Son, and protest was made against the drawer. Witnesses : John Clement, John Burnham.

[120] Charges of the foregoing Bill of Exchange.	
A Bill of Exchange,	£50.00
At 10 per cent. Damages	5.
Interest from 1 June 1758 to 1 May 1759	
is 11 11 mo. Int.	2.15
Charge Protest	13.1
	£58. 8. 1

Protest. Richard Derby, jr., master of the Brig Neptune of Salem, 140 tons, made declaration that on July 23, he sailed from Monti Christo with 10 hands and on Aug. 12th arrived at Salem, that the vessel proved very leaky "and her Mainmast sprung and is not fit to proceed on her intended Voyage to Gibraltar without taking out some part of her Cargo to repair her. "Aug. 13, 1759 Henry Elkins also made oath to the same.

Protest. Joseph Lambert master of the Brigantine Mary & Sarah of Salem, 70 tons, and made declaration that on Aug. 6, he sailed from Monte Cristo, with 6 hands, bound up the Straights of Gibraltar "but said Vessel proving very leaky and her sayles Bad and being unfit to proceed s^d Voyage they put away for Salem and on the 26th of August they got on Shore upon the back of the Vineyard and laid there about four Hours, that they apprehend she has received considerable Damage in the Bottom and they arrived at Salem last night." Sept. 1, 1759. [121] William Sluman, mate, also made oath to the same.

Bill of Exchange, dated St. Eustatia, Feb. 24, 1758. Thirty days' sight draft of Simon de Grauff on N^s Doeksheer, merchant, of Amsterdam to Jeremiah Peniston in London, for £11.5s. Endorsed to Thomas Sackwood by

Jeremiah Peniston. Endorsed to Richard Derby by Thomas Sackwood. Endorsed by Richard Derby jr. to Samuel and Thomas Smith. Endorsed by Jn^o. & Pet: Wickoff to De Berdt & Burkitt. [122] Protested, at London, Feb. 10, 1759, at request of De Berdt & Burkitt of London. Harmon & Berens, of London, to whom N^s Dockscheer of Amsterdam desired application to be made, answered that the bill could not be paid because the goods for the amount of the bill were detained in England. Witnesses : David Elias, W^m Crofts.

4.3	John & Pet. Wickoff's receipt to
2.6 Dutch Postage	Sam ^l . Smith for £14: 4s: 9 d for
5 Dutch Protest	the above protested bill.
3. Postage back	

14.9

Bill	£11.5.0
Damage 20 p^{c}	2.5.0
Charges	14.9

14.4.9

Bill of Exchange, dated St. Eustatius, June 5, 1758. Sixty days sight draft by Jan de Windt and Simon de Grauff on N^s Dockscheer of Amsterdam to Anthony Pascaud in London for £60. Endorsed to Richard Derby, jr. by A. Pascaud. Endorsed to Samuell & Thomas Smith by Sam^l Smith. Endorsed to De Berdt & Burkett by Jn^o & Pet: Wickoff. Protested Mar. 16, 1759 in London at the request of De Berdt & Burket, by George Schutz, Notary Public, who went to the house of Hermon & John Berends and speaking to a clerk showed the original bill drawn on M^r N^o Docksheer in Amsterdam, and also the original protest made in Amsterdam Jan. 9 by Solomon Darper Notary Public for non-acceptance, and demanded payment. They refused for reasons "the Goods for which the same was drawn for, is detained here in England."

£ 0.4.3	This Protest
6.	Dutch Protest
3.6	D ^o Postage
3.	Postage of this

16.9

Receipt, dated Philadelphia, Aug. 8, 1759, to Sam^l Smith £72 :16s : 9d in full.

	Bill	£60. 0.0
Damages	20	Ⓕ 12. 0.0
Charges		16.9

£72.16.9

Bill of Exchange, dated St. Eustatius, Sept. 29, 1758. Sixty days sight drafts by Preter Runnels, Jr., on W^m de bruyn Daniels, merchant in Amsterdam, to Adolphus Roosevelt. Endorsed to Timothy Orne by Adolphus Roosevelt. Endorsed to Thomas Lane & Benj^a Booth by Timothy Orne. Protested Dec. 29, 1758, at Amsterdam. Witnesses [124] Martin Moller and Jacobus Jacobs. [Protest in Dutch].

Bill of Exchange, dated St. Eustatius, Sept. 12, 1758. Sixty days' sight draft by Jacob^s Sem. Doneker on Abraham ten Borch of Amsterdam to Oliver Oyen in London for £117 : 3 s : 9 d. Endorsed to Timothy Orne by Oliver Oyen. Endorsed to Thomas Lane & Benj^a Booth by Timothy Orne. Protested Dec. 29, 1758 in Amsterdam. Witnesses : Martin Moller and Jacobus Jacobs. [Protest in Dutch]

Bill of Exchange, dated St. Eustatius, Aug. 22, 1758. Sixty days' sight draft by [125] Nicholas Heyliger and Joh^s Aertsen on Abraham Terborch of Amsterdam, to Richard Darby in London for £100. "Signed in blank," Richard Darby. Endorsed to W^m Baker, Esq., by Francis Shaw. Also another bill of a like amount drawn Aug. 23, 1758. Protested in London at request of W^m Baker,

Esq^r, of London, merchant, by Benj^a Bonnet, Notary Public, who went to the house of John & Wolfert van Hemest & Dirk Cloes Lutkeman, merchants, in old Broad Street, but payment was refused for want of orders, Mar. 1, 1759. Witnesses: William Wallis and John Laron.

Protested Dec. 1 and Dec. 28, 1758, in Amsterdam at request of Daniel Crommelen of Amsterdam by Daniel Vanden Brenk, Notary Public [126] who showed the bill of exchange to Abraham Ter Borch for acceptance. He answered that the effects are detained in the English Harbour but to address him when the bills fall due at the house of John & Wolfert Van Hemast & Dirk Cloes Lutkeman in London. Witnesses: Hendrick Wychoff, Paulus Jacobus Schellus.

M ^r Francis Shaw D ^r to W ^m Baker for	}	£200.
Principal Sum Charges & Commissions on y ^e		
two annexed protested Bills of £100 each	}	.4.3
Charges of Protest in Amsterdam for non-acceptance 4.12		
D ^o in London for non Payment		8.9
my Commissions ½ p Cent		1.
		<hr/>
		£201.13.0
Interest on s ^d Bills to Aug ^t 20		7.15.4
Damage at 10 p Cent		20.
		<hr/>
		229. 8.4

Francis Shaw's receipt to Richard Derby in full, dated Boston, Aug. 24, 1759

Interest on s^d Bills from 28 Dec^r being the time they were protested to this Day is 6 M^o at 6 p Cent is £6. Damages £20

Bill of Exchange dated St. Eustatius, Aug. 24, 1758. Sixty days sight draft by Nicholas Heyliger and Joh. Aertson on Abr^a Ter Borch, merchant, Amsterdam, to Richard Derby in London for £100. Endorsed to James Freeman by Richard Derby. Endorsed by James Freeman. Endorsed to W^m Baker, Esq. by Green & Boylston. Protested at London, Feb. 2, 1759, at request of

W^m Baker, Esq^r, of London, merchant, by Benj^a Bonnet of London, Notary Public, for want of orders.

[127]

London, 9th Feb. 1759

D^r To W^m Baker

For Nicholas Heyleger & Joh^s Aerston's first Bill Dated
St Eustatius Aug^t 24, 1758 on Abraham Ter Borch in
Amsterdam, Returned under Protests for non
Acceptance and non Payment £100
For Comission 1/2 p Cent .10.
For Cost of Protest in Amsterdam /4 .3. 8
For D^o in London 5. 3

£100.18.11

Green & Boylston's receipt to Capt. Richard Derby in full, dated Boston, Aug. 28, 1759.

To y ^e Bill	100.18.11
To Damage at 10 p Cent	10. 1.10
To Interest at 6 PC nine months	3. 9.

£114. 9. 9

[128] Bill of Exchange, dated St. Eustatius, Nov. 23, 1757. Sixty days' sight draft by Nicolas Heyleger and Joh^s Aertsen on Abraham Ter Borch, merchant, Amsterdam, to Richard Derby in London for £44. Endorsed to Richard Smith by Richard Derby. Endorsed to Aldⁿ James Dunn by Richard Smith. Protested, July 13, 1758 in Amsterdam, at the request of Geo. Clifford & Sons. Witnesses: Hendrick Zuederhoff and Dirk Bas Bucker.

Same Bill, endorsed to John Puget by James Dunn. Protested July 13, 1758 in London, at request of John Puget, of London, merchant. Payment refused for want of orders.

[129]	Bill	44.
	Protests	10.10
	Interest & Damages at £.20 p Cent	8.16.
		<hr/> 53. 6.10

George Bryan's receipt to Richard Smith for £53.6.10 in full for the above Bill in behalf of James Dunn Esq. of Dublin. Dated Philadelphia, Mar. 22, 1759.

Henry Laughton jun^r's receipt to Capt. Richard Derby for the same in behalf of Richard Smith.

Bill of Exchange dated St. Eustatius, Aug. 1, 1758. Sixty days' sight draft by OLiv: Oyen on the Heirs of Pere Armyot, merchants, Amsterdam, to Joseph Mottey in London, for £80. Endorsed to Peter Frye by Joseph Mottey, dated Salem, Dec. 14, 1758. Protested, May 1, 1759, at Amsterdam. [Protest in Dutch] [130] Protested July 9, 1759 at request of Lane & Booth, of London, merchants, by William Tudman, Notary Public, who presented it to Isaac Ferrier in London. Refused for want of orders.

Bill of Exchange, dated St. Eustatius, Aug. 1, 1758. Sixty days' sight draft by Simon de Graff and Bernard & James Ferrier on Jean Texier, Amsterdam, to Joseph Mottey in London, for £150. [131] Endorsed to Daniell Mackey by Joseph Mottey. Endorsed to William Dennie by Daniell Mackey. Endorsed to W^m Baker Esq., merchant, by W^m Dennie. Protested Dec. 29, 1758, at request of Daniell Crommelin of Amsterdam, merchant, by Daniel Vanden Brink, Notary Public, who presented it to Jean Ferrier. He answered that he could not accept "because the English do detain the Fonds," but to address, when the bill is due, Peter Simond in London. Protested, Mar. 2, 1759 in London, when Peter Simond refused for want of orders.

[132]	Bill	150.
	Damages	15.
	Interest to Aug. 21	4.4.10
	Charge Prottesting	1.3 11
	Postage	9.

£170.17.9

W^m Dennie's receipt to Capt. Joseph Mottey in full for the above bill.

Protest. Michael Driver, late Master of the Schooner Three Brothers of Salem, about 55 tons, owned by Richard Derby of Salem, made declaration that on July 27, 1759 he sailed, with 4 hands, from St. Eustatius to lee-

ward with a valuable cargo of Fish, Wine, Oyle, Raisins & Lumber and on July 28 they "were chased by an English Privateer Schooner called the King of Prussia Comanded by Capt. James Snellock, own'd (as they understood by one John Smith and others of Antigua) and as soon as s^d Privateer came near enough she fired at Them, and upon her firing they hoisted an English Ensign, the s^d Privateer notwithstanding fired nine Shot at Them, and upon their Striking to Her s^d Privateer ordered s^d Master and Boat on board who accordingly went on board with two of his men, and they keeping s^d Master & men on board s^d Privateer, the Captain sent his Lieut. and some of his men on board s^d Schooner which They called the Prize sometime after they suffered s^d Master to return to his Schooner who found that s^d Privateers men had taken into their possession a quantity of Fish and took out of s^d Masters Chest and Trunk seven Hundred and ninety Seven pieces of Eight and carried them away, and then a Prize master being put on board, They were ordered to Tortola but on Sunday following were ordered to Spanish Town there to wait until the Privateer came to Them upon which They asked Them why They might not go to Tortola being the first port. Capt. Snellock answered with an Oath that he would send them to Antigua where he knew the Schooner would be condemned, and upon Wednesday the first of August They arrived at Spanish Town where s^d Privateer men took out of s^d Schooner Fish, Mackrel, Wine, Oyle, and Raisins as much as they Pleased and on Fryday following the Lieut. ordered [133] s^d Master to go to Antigua in the Prize but refused to let any of his men go with them, s^d Master asked the reason of all this Piratical Conduct, s^d Lieut. answered it was by their Captain's order and that when s^d Vessel arrived at Antigua on the tenth of August s^d Master was contrary to his Will and desire kept on board three Days and no Boat suffered to come along side or speak to him but after he went on Shore, He found the Conduct & Behaviour of the Captain before and his Owners now such He was convinced He should get nothing by tarrying there, and so left s^d Schooner & Cargo on their Hands, and proceeded home to his owners in s^d Salem." Dec. 10, 1759.

(To be continued.)



THE JOSEPH SAVORY HOUSE, GROVELAND, MASS.
(See page 299.)



THE PALMER-BROWN HOUSE, GROVELAND, MASS.
(See page 303.)

289

HISTORICAL COLLECTIONS
OF THE
ESSEX INSTITUTE

VOL. XLVI.

OCTOBER, 1910

No. 4

THE HOUSES AND BUILDINGS OF
GROVELAND, MASS.

COMPILED IN 1854 BY ALFRED POORE, M. D.

Continued from Vol. XLVI, page 208.

TYLER HOUSE, opposite Foster's corner on King st., belongs to John, son of Peter Parker, sr. This house was originally built by Abraham Adams near Lovering's corner in Georgetown, and Capt. Benjamin Adams sold it to Samuel Tyler, in 1814, who removed it to this place and resided here until 1824. Moses Parker bought and repaired it and it has been leased to the following families: William Balch; Varnum Marsh; Luther Hardy, 1838-40; Charles Fairbanks, 1838-40; John A. Renton, 1841-3; John Brown, jr., 1840-5; John Jameson, 1840-3; Leverett W. Tyler, in the summer of 1845; Eben S. Page, 1845-6; Gilman N. Parker, since 1845; widow of William Balch, again, 1846-8; Albion M. Merrill, 1849-52; and Chas. P. Savary, since Dec., 1852.

PARKER, ELDRÉD S., residence of, since his marriage, on King st. Thomas Merrill, at the time of the Theological controversy with Rev. Mr. Balch of this town, removed to Georgetown, selling out to Bradstreet Parker, who occupied the house until he died. His son, Dr. Benj.

Parker, returned from the south and spent his last days here, and the place is now occupied by his son Eldred S. A new barn was built in 1852.

JOHNSON, SAMUEL, residence of, previous to 1810, in a small building that stood near the southeast corner of E. S. Parker's house. It was fitted up by Bradstreet Parker and was where Abraham Tyler lived for a short time. Dr. Benjamin Parker took it away when he came into possession of it, after his father's decease.

ATWOOD, JOSHUA, formerly a residence of, on the northeast side of King st. and north of Nathan Sargent's residence. Before he went to Pelham, N. H., he was a blacksmith, his shop being opposite the house. While the house was standing, probably about 1780, — Adams lived there, before he went to Henniker, N. H.

ATWOOD. Other places where families of this name have lived are at the Isaac Hardy place on King st., beyond B. G. Hinkson's where John Atwood lived before he went into the French War, in a house that stood between the residence of Bailey Greenough and widow of Daniel Hardy, on Main st., where Samuel Atwood lived before 1780, his widow afterward living in the westerly end of Clough & Mulliken's blacksmith shop.

SARGENT, NATHAN, residence of, since 1849, on King st. This house was built by Jacob Hardy, jr., on land that he bought of his father in 1827. Here he lived from that time until he went to the West. Ira Hardy then resided there 6 months, in 1848-9, before Mr. Sargent bought the place.

HARDY, JACOB, late residence of, where his children now live on King st. The occupants are Ezra, his son, in one part, and Jacob, with his sister Priscilla, in the other. This house was built by Joseph, son of Jacob Hardy, whose house, before he built this about 1720 or before that, stood back of where N. Sargent now lives. A man by the name of Mulliken was accidentally killed in raising it by

a portion of the frame falling upon him. After Joseph died, his son Joseph, grandson of Jacob, son of Joseph, and the children of Jacob have occupied it until now.

HARDY, PHINEAS B., residence of, since he built his house on King st., in 1844.

HARDY, PHINEAS, residence of, since he built his house in 1816 on King st. Mr. Hardy's ancestor, Thomas Hardy, jr., formerly lived in a house which stood here. A part of this house has been let to his aunt, Jerusha Pearsons; Leonard Hardy; Luther Hardy, 1825-6; and his sons Newman B. and P. Braman.

BACON FARM, situated between King and Milk streets. The house was built by Dea. P. Carlton for Josiah Bacon about 1800. It stands nearly opposite Phineas Hardy's and has been owned by the Bacons and let most of the time. It is now owned by Doct Joseph Fisk of Salem. The occupants have been Elijah, son of Andrew Hardy, about 12 years, until he went to Stoddard, N. H.; Samuel, son of J. Bacon; Phineas Hardy; Joseph, son of Joseph Hardy; Danforth Butrick; Samuel, son of Stephen Hardy; James Merrill, about 1825; Paul Stickney; Niles Hardy; Widow Mace, 1827-8; Abner Chase, 1831-2; Leonard Hardy; Isaac Hunt, about 1845-7; Josiah G. Hardy, to 1850; Thos. N. Crombee, 1850-2; Mancil Hardy, until he died Nov. 30, 1852; and Fisher Metcalf.

HARDY, CALVIN, residence of, since his father died, on King st., occupied by himself and Tyler. Joshua Hardy, their father, built the house in 1802 and lived there until he died in 1843, and his widow occupied it until 1852. Other occupants: Phineas Hardy, 1813; Samuel Tyler, 1814; Widow Jerusha Pearson; Luther Hardy, 1826-7.

HARDY, JONAS, old place formerly of, on east side of King st., near the brook on Calvin Hardy's land. It was the place where Jonas, son of Thomas Hardy, built a house and after he died his sons Jonas and Stephen lived there.

COOK, SARAH, Widow, residence of, opposite E. Harriman's, corner of King st. and County road. A house which belonged to the widow of Benjamin Hardy (probably her third of his estate) stood here and she later married Edmund Cheney and they resided here also. After the old house was gone, Niles, son of Joseph Hardy, about 1826, built the present house and lived in it about 2 years. Next, Henry, son of Enoch Harriman, resided there until Thomas Merrill bought the place. Upon the death of Mr. Merrill his widow married Charles Cook who died, and now she still lives here, with her son John Merrill, in one part. Other occupants have been: Leonard Hardy; Gilman Hull; Benjamin F. Emerson; Gilbert P. Hardy, 1836-7; William Ricker, 1837-9 and 1842-6; Eben J. Hardy; John O. Brown, 1850; Jonathan B. Hardy, winter of 1853-4.

HARRIMAN, ENOCH, residence on Boynton's corner, King st., since 1837. This place was formerly owned by Phillip, son of Benjamin Hardy, who was nicknamed "King Phillip." Samuel Boynton afterwards lived there; then his son Eliphalet, until he went to the West. Other occupants: James Cheney, widow of Thomas Knight, who was Samuel Boynton's daughter; Jonathan H. Hale; H. Harriman; Leonard Hardy; Elbridge G. Wardwell, 1838-9; Wm. Goodrich, 1839-40.

MARDEN family, former residences of. Among them was one on King st. in an orchard about 15 rods southeast of E. Harriman's house, which is still called the Marden orchard.

HARDY, ELIZABETH D., widow, residence of, since Mar. 1835, with the exception of one year, on King st. This house was originally built by Capt. Goss for a carpenter's shop and stood nearly in front of Dea. Benj. Burbank's house on Main St. Mr. Sewall Hardy, her husband, removed it and made it into a dwelling house. Since his death his widow and children have lived there.

RICKER, JOSIAH L., residence of, since 1848, on King st. This is the third house standing on this spot. The first was taken down, and the second was Simon Hardy's house which was blown away in the gale of Sept. 14, 1812. The present house was built by S. Hardy, soon after his other house was destroyed, and he occupied it until he died. Others that have resided here have been: Mancil Hardy; Reuben Sawyer, 1828-9; Sewall Hardy, 1827-32 and 1834-5; Humphrey H. Nichols, Benjamin G. Hinkson, nearly all of the time from 1833 until he went to Georgetown in 1849. Mr. Ricker sold this place to John Hinkson Hardy in 1855, and has gone to Haverhill to live.

COOK, JOHN, residence of, on his father's place King st. Joseph, son of Joseph Hardy, bought the house that stood where Leonard Balch's house now stands, removed it to its present location, and repaired it. Here he lived until he went to the West, in 1837, except one year, when he lived on the Bacon farm. Next, Joseph Hale from Boxford bought the place, and lived there about two years and then sold to Capt. John D. Cook in Apr., 1839. Mr. Hale lived here from 1831 to 1852, excepting the year 1846, when Sewall Hardy occupied it and died there, Mr. Cook at that time residing in Newburyport. Others who have occupied it have been: Jonathan Stevens, about 1820; Jonathan Chapman, who married Thomas Knight's daughter; Bailey Hardy and Niles Hardy (sons of Joseph Hardy), before they went to the West.

HINKSON, BENJAMIN G., residence of, since Apr., 1852, on King st., Mr. Hinkson and J. C. Jones owning it jointly. Joseph Hardy built this house about 1795 and lived in it until he built that now owned by Capt. Cook. He was called "Rocky" Joseph Hardy to distinguish him from others of the same name, because he went out and settled in this rocky part of Bradford. The next owner was Pomp Hardy; then Benjamin Hardy resided there (with an exception of 3 years) from Dec., 1806, until within two months before he died in 1850, and

his son Samuel B. lived with him about 16 years. In 1850 Samuel B. Hardy went to Salt Lake. Nathaniel Holmes was the next occupant, 1850-1. Others who have lived there: David, son of Benjamin Hardy, 1815-8; John B. Hardy, 1819-21 and 1823-4; Gilbert P., another son of Benjamin Hardy, 1829-31; Aaron W. Nelson, 1827-30 and 1840; Leonard Hardy.

HARDY, MANCIL, lived about 2 years on the westerly side of the way, southwesterly of B. G. Hinkson's, before reaching the Isaac Hardy place, in a house that he made of a shop that belonged to Bailey Hardy. He sold it to J. B. Hardy, who, with it, made an addition to his house.

HARDY, ISAAC, site of, in an old orchard which belongs to Enoch Harriman, on the westerly side of King st., and southwest of B. G. Hinkson's house. Edward Cheney lived there before he went to the place now owned by widow Cook, and John Atwood, jr. resided there before 1756.

ORDWAY, JONATHAN, an ancient residence of, on the west side of King st., north and not far from John and George Harriman's residence. He had a son, it is said, by the name of Eliphalet, and perhaps an Ebenezer.

HARRIMAN, GEORGE, residence of, since spring of 1853, on his father's place, King st.

HARRIMAN JOHN, residence of, since Apr., 1849, on King st. This place of his father's is owned and occupied by Mr. Harriman and his brother George. It was formerly owned by Andrew, son of Jacob Hardy, and after he died, Ann, his widow lived there until she went to Stoddard, N. H., to live, with her sons Jacob, Josiah and others. Elijah remained, and then sold out about 1798 to Enoch Harriman, who built the present house on the old cellar, in 1821. After Mr. Harriman died, his son J. K. Harriman resided there till 1849. Other occupants: Enos Hardy; William Adams's daughters, Molly and Susie in 1796; William Rogers, 1851-2.

MAIN STREET.

RICHARDSON, DAVID, residence of, since Apr., 1821, near the West Newbury line on Main st. The Richardsons have owned this place, with the exception of about 2 years when T. Wood owned it, since they came to Groveland. Joseph, grandfather of Mr. Richardson, built the present house about 1790, on the site of an old one that his ancestor's owned and occupied. Other occupants have been: Thomas Wood, 1819-21; John, son of Follansbee Noyes; Josiah L. Ricker; Mrs. Smith, in 1838, and since 1851; William G. Eaton, 1840-9, and his son Elbridge A., 1850-1 and the summer of 1852.

NOYES, FOLLANSBEE, widow of, residence of, since Oct., 1843 on Main st. This house was built in 1785 by Daniel Richardson, who died Jan. 7, 1841. Since then his children have occupied it; Mr. Noyes in the eastern part and Hannah Richardson in the other part. Follansbee Noyes died Nov., 1853, and Thomas N. Crombee moved in soon after. Mrs. Noyes's uncle John came to live in the house in 1805, but died soon after, when his son John P. was about two years old.

DWINELL PLACE, old site of, where James Dwinell's house stood on the south side of Main st., about 25 rods from West Newbury line. After him his son Jonathan lived there before it was sold to James Wallingford, in 1821. The land is included now in the Wallingford place.

WILLEY, SAMUEL, residence of, since 1849, at the old Platts place, northwest of Main st. Mr. Willey's place formerly belonged to Jonas Platts, who lived in a garrison house that occupied this site, which his granddaughter built about 1790. After he died, his son, Jonas Platt, jr., lived here until he died. Other occupants: Moses Jaques, 1802-3; Enoch Adams, who married Mr. Willey's daughter, previous to 1849; Henry B. Huntress, 1850-1; and George H. Chase.

WALLINGFORD, OLD, HOUSE where widow Freeman lived on the southerly side of Main st. Mrs. Freeman's grandfather built and lived in this house, and the latter generations have always lived here. Some other families who have resided here have been: John Rogers; Follansbee Noyes, 1839-43; Joseph Reed; Samuel Willey, 1848-9; George Simpson, 1850; Alexander King, 1851; Joseph Banks; and now his brother William Banks.

SAUNDERS HOUSE, on Main st., John, son of Ensign Caleb Hopkinson, probably built this house and lived here until he went to Maine with his sons. After that Stephen Morse resided here until he died; then his children sold it to Moses Saunders in 1804, who lived here from 1808 until his death. It is now owned by Nathaniel H. Perkins, who lived there a while. The house has been leased during the past 25 or 30 years to the following persons: Caroline Saunders and sister; William Griffith, until 1824; William Vickery; Elijah Clark, 1825-6; Nathaniel Perkins; Eliphalet Danforth, twice; John Hardy; James Burrill; Francis Pillsbury; William N. Chase, 1829-30; Patrick Johnson; John P. Richardson, about 1830-7; Thomas Kimball, about 1830; Follansbee Noyes, 1832-4; Thomas N. Crombee, 1832-3; John Bean; William Fowler, 1833-5; Warren F. Smith, 1834-6; Thomas Johnston; James Griffith; Joseph Banks; Otis K. Peabody, 1847-50; J. B. Johnston, since marriage, and his widow, after she came back to live in Groveland from 1847 to 1853. Nathaniel H. Griffith bought the house at auction on Dec. 1, 1854.

GRIFFITH, WILLIAM, residence of, since 1824, on Main st. He built this house in 1824 on land that he bought of Moses Saunders.

HOPKINSON, DANIEL, residence of, since his birth, on Main st. Caleb Hopkinson, sr., probably lived in this house when he first came to town, and his son Caleb also lived here and left it to his son David. David gave a part of the house and land to each of his two sons, Nathaniel and Daniel, and each of these brothers gave his part to a

son, who, upon marriage, built an addition to both parts of the house. Daniel, son of Daniel, occupies the south-western part. His son Walter H. lived in it from 1847-8.

HOPKINSON, JOHN, residence of, since his birth, on Main st. He lives in that part of the house with his cousin Daniel which his father Nathaniel occupied. His son David W. lived there 1828-34, and James Griffith, about 1847.

HOPKINSON, WALTER H., residence of, since Apr. 22, 1848, on Main st. This house was built by Howard, who married his sister, in 1840 and resided there until 1848.

RICHARDSON, JOHN, residence of, since June, 1819, on Main st. Moses Saunders built this house in 1790, and lived there until he sold it to John Whittier in 1805. The latter occupied it until 1818 and then sold it to Mr. Richardson. John P. Richardson lived here about 1828 and Priscilla Tenny about 1830.

HOPKINSON, DAVID W., residence of, since 1834, on Main st. Mr. Hopkinson owns a part of the old Bailey lot and Capt. Jonathan Bailey, sr., built the present house, upon the site of the original one, it is said, about 1762. After he died William, his son, came into possession of the house and a part of the land belonging to the estate, which he left to his heirs. William Bailey kept a public house at this place at one time. Mr. Hopkinson bought this place in 1827, and before he moved into it the following were occupants: Rev. Nathan Ames, about 1818; William Little; Samuel Willey, 1818-23; Samuel, son of Benjamin Burbank, about 1822; John Shoff; Elijah Clark, 1823-5; Lt. Silas Hopkinson, 1823-8; John B. Hardy, 1825-6; Richard Renton, about 1826; Eliphalet Danforth, about 1825 and 1828; widow Savary Tenny, about 1827; widow of John Whittier, again; Capt. Isaac Knapp; Priscilla Tenny, 1833-4; Patrick Johnson; Jonathan Balch, 1833-4; Nelson F. Vance; John S. M. Colby was there in 1834; William Hatch; George P. Edney.

BAILEY, JOSEPH, formerly the residence of. This lot on which D. W. Hopkinson's house stands was first owned by Dea. Joseph, son of Richard Bailey. After he died his son Elder Richard Bailey owned and occupied it, then Jonathan, son of Dea. Richard owned and occupied that part of the lot on Main st. and Joseph, son of Dea. Richard, had the backside of the lot. The latter built a house on the County road where he resided until he died and left it to his son, Job, who sold to Edmund Little of West Newbury about 1794. David Foot owned the house afterwards and resided there about twenty years. Other occupants were Abel Saunders, about 1814; Gideon Barker; about 1816, Cornelius Baker, until 1819; and Isaac Adams, 1819-24, when the house was sold and removed.

BAILEY, WIDOW ELIZABETH, residence of, Main st., since she came to live with Jonathan Bailey. Edward Wood, it is said, built this house, which stands on the easterly side of the Wood lot. Jonathan Bailey, jr., lived in this house until he died, then his son Jonathan until he died and now his widow resides there. It was probably built about the same time as other houses which had one brick end like this, namely one at Hale's Corner, one on the Stickney lot (1703) and one in East Haverhill. Priscilla Tenney lived in it about 1832.

PALMER, MOODY M., residence of, since 1845, on Main st., on the old Bailey lot. He built his house in 1845 and the corn barn in 1854.

HARDY, CHARLES, residence of, since 1829, on Main st. He built this house and with him have lived Levi B. George, a few weeks in 1835, and his brother Daniel, when first married, about six months. Mr. Hardy's moral courage was sufficient to get the frame of this house raised without ardent spirits, which was a remarkable thing for that time.

STICKNEY, THOMAS W., residence of, since Jan., 1851, in one of Charles Hardy's houses, on Main st. This house was built by Mr. Hardy on land that he bought of Thomas

Savary, in 1835, and let to his brother Daniel until 1841; to Mary, widow of Christopher Randall, 1841-2; John Putnam from Newburyport, into winter of 1842-3; Charles G. Savary, 1843-5; and George S. Walker, 1845-51.

WALKER, GEORGE S., residence of, since Jan., 1851, on Main st. Mr. Walker built this house in 1850 on land which he bought of his mother. A French family* lived in a house that stood on this site about 1760. Later an Irish family by the name of Dunlap.

WOOD lot where Thomas Wood formerly resided and now owned and occupied by his daughter Betsey and Mr. Foster, on Main st. This lot has been owned by the Wood family ever since the town was settled. The original house stood in front of the present one and about half way between this house and the street. Mr. Wood built this house in 1787. Others who have occupied it: David Gile, about 1806-13; William Griffith, sr., about 1814; Isaiah Jewett, about 1814-22; David Richardson, fall of 1822; Samuel Thomson; Thomas Wood, about 1823; Rev. Thomas W. Gile, 1823-6, 1828-33, and after that his widow, 1849-50; Capt. A. I. Stickney about one year when first married; Priscilla Tenney, 1834-5 and 1836-7; Benjamin K. Hovey, 1837, to the present time; Waterman Reed, 1842-5.

SAVARY, JOSEPH, residence of, since Apr., 1823, on Main st. The ancestors of Mr. Savary have lived probably on this place since they came to Groveland, previous to 1690, viz: William, Thomas, son of William, Capt. John, son of Thomas, and Maj. Thomas, son of Capt. John, who built the present house, in 1791. It was an enlargement of the old house, which, perhaps, was the first house on the place. When Maj. Thomas Savary died it was divided, and Joseph owns the south part where he lives, and Mrs. Pearson, another of his children, the north part. Other occupants, since 1833: Joseph Greely, 1834; Albert Hills, 1835; William Bartlett, 1836; and Mrs. Walker.

*Perhaps Peter Bloffen, French Acadian.

SAVARY, GEORGE, HON., widow of, residence of, since 1826, on Main st. This house was built by Esquire Savary in 1825-6, and he lived here until his death in the spring of 1854. His widow and children still occupy it. Mr. Savary's boot and shoe manufactory is north of his residence, where his father formerly carried on the same business in company with Frank. They were both in business with their father before he died. The building, with additions, was made from a shop that he bought of Isaiah Jewett. The firm also keep a variety store.

WOOD, MOSES, JR., formerly residence of, on Main st., owned by Sarah, his widow, and Joseph P. Stickney, who married his daughter, Mrs. Woods. Moses Wood, sr., built this house in 1780, where he and his son Moses lived until they died. Then his widow resided there until 1851, and J. P. Stickney from 1844 until he built his new house. Others who have occupied it: widow of Savary Tenny, about 1825; Phineas Balch, about 1826; Priscilla Tenny, 1830-2; George W. Johnston, 1813; Stephen Danforth, 1833-8 and 1840-3; George E. Wood, 1837-40, when he died; Rufus H. Wood, another son; John Lydston, a few months in 1852; Stephen B. Danforth, 1851-4; Amos P. Chase, 1851-3; Alfred Willis, 1852-3; Mrs. Mary Bailey, April to June, 1853; Eben S. Page, Sept., 1853—May, 1854; John Hardy; Mr. Daniels, June 2, 1854.

TAPPAN, JOHN, residence of, since 1832, except one year, on Main st. This house stands where there was one in 1730, occupied by Joseph Carleton, jr. The present one was built by Ens. Samuel Hopkinson, who occupied it until he died. Since then the following have resided in the house: Jonathan Savary; Nathaniel Wallingford, about 1798-1808, who kept goods and traded in one part of the house; David Sawyer, about 1810; David Saunders; Samuel Tyler, about 1813; Dea. N. Ladd, 1811-16; David Walker, 1815-29, and his widow until 1838; Elijah Clark, 1816—; Savary Tenny, — 1824; William H., son of Benjamin Balch, 1825-7; Priscilla Tenny and widow of Savary Tenny, 1829-30; Isaiah Jewett; Eben Jaques,

about 1832; William Bartlett, 1835; Stephen Danforth, 1838-40; John Dresser; Joseph P. Stickney, in 1844; J. Sidney Morse, and the widow of Leonard Hovey. Mr. Tappan manufactures shoes in a shop on Savary's lane, near his house.

SAVARY, GEORGE T., residence of, on Main st., since his marriage on Feb. 9, 1851, in a house that was built in 1850 on land that he bought of his father-in-law, J. Tappan.

STICKNEY, D. B., COL., residence of, since Apr. 9, 1852, on Main st. Col. Stickney built this house a few feet northeast of that which he formerly occupied in 1851-2. The carpenters were Charles Hardy, B. E. Merrill and Charles A. Shaw. It was commenced, raised, finished, and moved into on Friday.

STICKNEY, DANIEL, DEA., formerly residence of, on Main st. This place is south of his son's house, and was built by Eben, son of Samuel Hopkinson, probably before his father died. He lived there until about 1788, when he sold it to his brother Silas, about the time he was married, who resided there until he sold it to Dea. Stickney, in April, 1799. The latter died in 1840, and his widow and son, D. B. Stickney, occupied it until she died, in 1852. The son built his new house, owned now by Col. D. B. Stickney and his sister, Mrs. Balch, and his part is occupied by Samuel W. Perkins, and her part by her son, W. H. Balch. In 1823-4, an addition was made to that part which the colonel occupied, which he sold to Giddings and removed to West Newbury, when he built his new house in 1852. The old part now standing was repaired before being occupied by the present families. E. A. Richardson occupied the Colonel's part from Aug. 12, 1853, to Sept. 19, 1854.

DANFORTH, STEPHEN, residence of, since 1843, Main st. He built his house on land that he bought of Moses Wood.

HUTCHINS' LOT, on which is Hutchins' hill and the meadow owned by George Savary's heirs, named for the first owners, is probably next east of Palmer's lot. It is said that the house stood where Stickney & Balch's shop now stands on Main street.

STICKNEY & BALCH. From 1831-42, D. B. Stickney and William S. Balch manufactured boots and shoes in the shop which they built in 1830, where Stickney and his sons are now located, near Query corner, on Main st. They have given up the business, but still own the shop. Balch's part is occupied by his son, William Heman. The shop was built by D. B. Stickney and William H., son of Benjamin Balch, in 1826, who occupied it until 1830.

WOODMAN, IRA L., residence of, since Nov., 1844, on Main st. This house was built by William H., son of Benjamin Balch, who resided in it until 1831. Catherine Coker of West Newbury resided in it about four years, then Nelson S. Vance owned and occupied it from 1833-44. He sold it to Mr. Woodman, who had lived in it about six months, having previously lived in West Newbury. John E. Brown also resided there in 1844-5.

EATON, WILLIAM G., residence of, since 1849, corner of Main and Broad sts. The house was built in 1827 by Nathan Hardy on land bought of Moses Wood. Nathan Hardy was drowned while trying to walk on the water, and after he died his widow continued there until 1842. Next Benjamin K. Hovey owned it and lived there until 1847, when Thomas W. Stickney bought it and resided there till he sold to the present owner. Others who have occupied it have been: William Lucy; Levi B. George, 1837-44; Eliphalet Sargent; John Felton, who married E. Sargent's daughter; J. K. Harriman; N. H. Wood, about 1845; also John Page, 1843; John Townley, from his marriage to 1852, when he removed to Town street; and David Eaton, Mr. Eaton's father, winter of 1852-3.

JOHNSTON, JOHN, residence of, since Mar. 20, 1882, in the William Tenny house on Main st. About 1770,

Nicholas Wallingford built and occupied this house, then Moses Savary resided there after his marriage. Abel Saunders owned and occupied it from 1794 to about 1799, and sold it to William Tenny, who lived there until he death in 1848. Other occupants: Runnels Foster, before 1794; Edward Sargent; John Jennings; Mr. Black, about 1793.

TENNY, PRISCILLA, residence of, in a lot on Query corner, since 1838. Her house was made from a shoemaker's shop, which belonged to Charles Wallingford, on land that belonged to Nathan Hardy's heirs.

BROWN, JOHN, CAPT., residence of, since 1831, on Main st. Probably this is the place where the Palmers lived when they first came to East Bradford. The present house was built by Samuel Palmer, where an old one stood, and when he died he left it to his son William, who sold out and went to Hopkinton, N. H., in 1815. Jonathan Walker owned it until 1831, and resided there at one time. Before Mr. Brown bought it in 1831, the occupants were: William Griffith, 1814; John Woodman, from West Newbury; Capt. James Edney, about 1816, who went to Greenland, N. H.; John Edney; Samuel Poor; Jacob Rogers, from Boston; Col. D. B. Stickney, 1822-4; Nathan, son of Samuel Hardy, 1822-7; John B. Hardy, 1824-5; Jere. Tyler; Mancil Hardy; Eliphalet Danforth. Now Stanwood R. Morrill occupies one part.

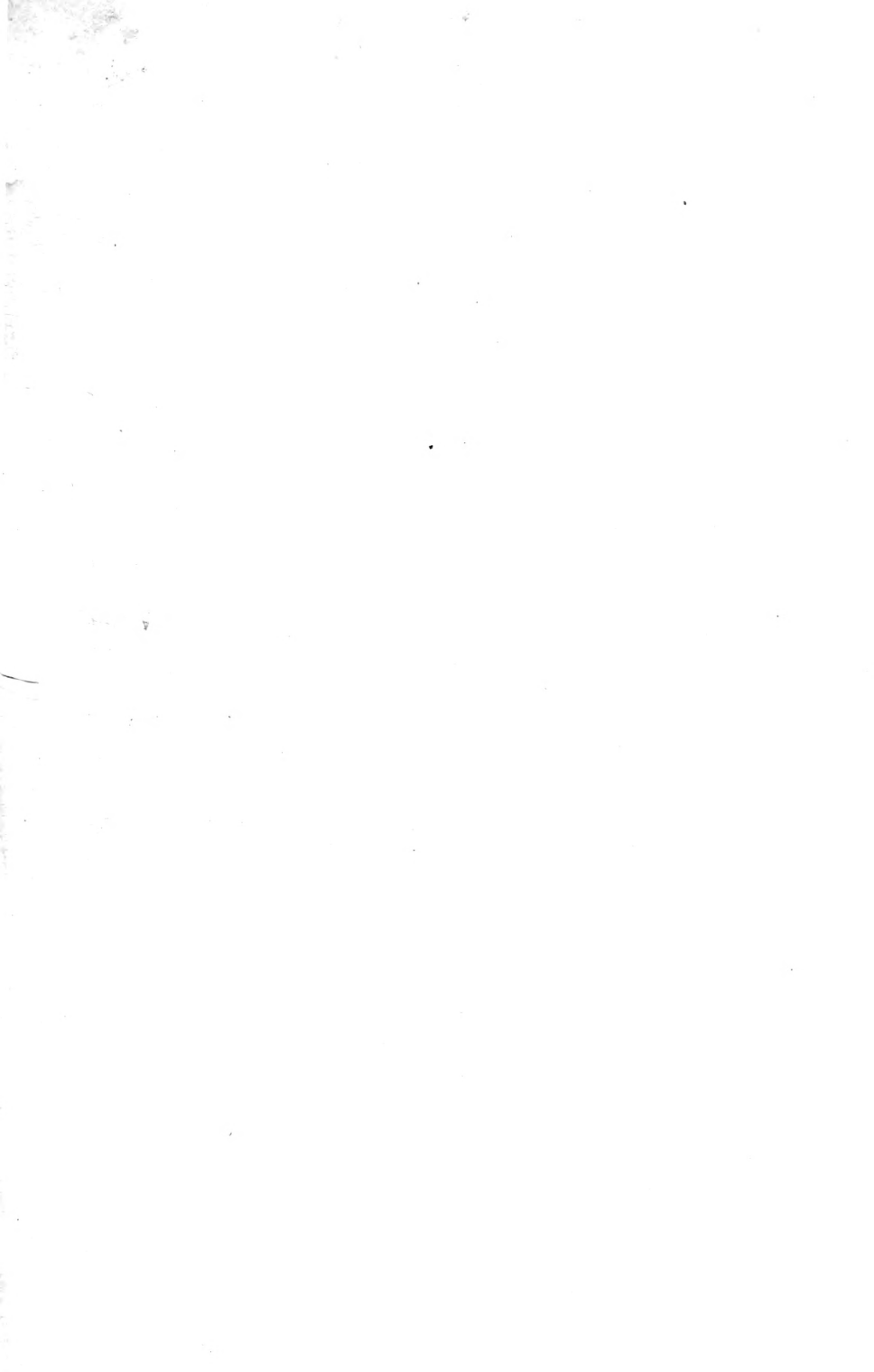
PARKER, GEORGE S., residence of, since his marriage, on Rolf's corner, Main st. This corner was named from the fact of Ezra Rolf's house having occupied the site of the present dwelling. After Rolf left, a widow Abbot, with her children, James and Sally, occupied it; then, about 1772, Joseph Barker, a tailor, of whom Caleb Foot learned the trade. Next, Dea. T. Tenny and Samuel Palmer were joint owners, whose sons, Silas Tenny and William Palmer, lived in it when they were first married. Runnels Foster lived there a while, then his son Moses bought the place and built the present house from a shop

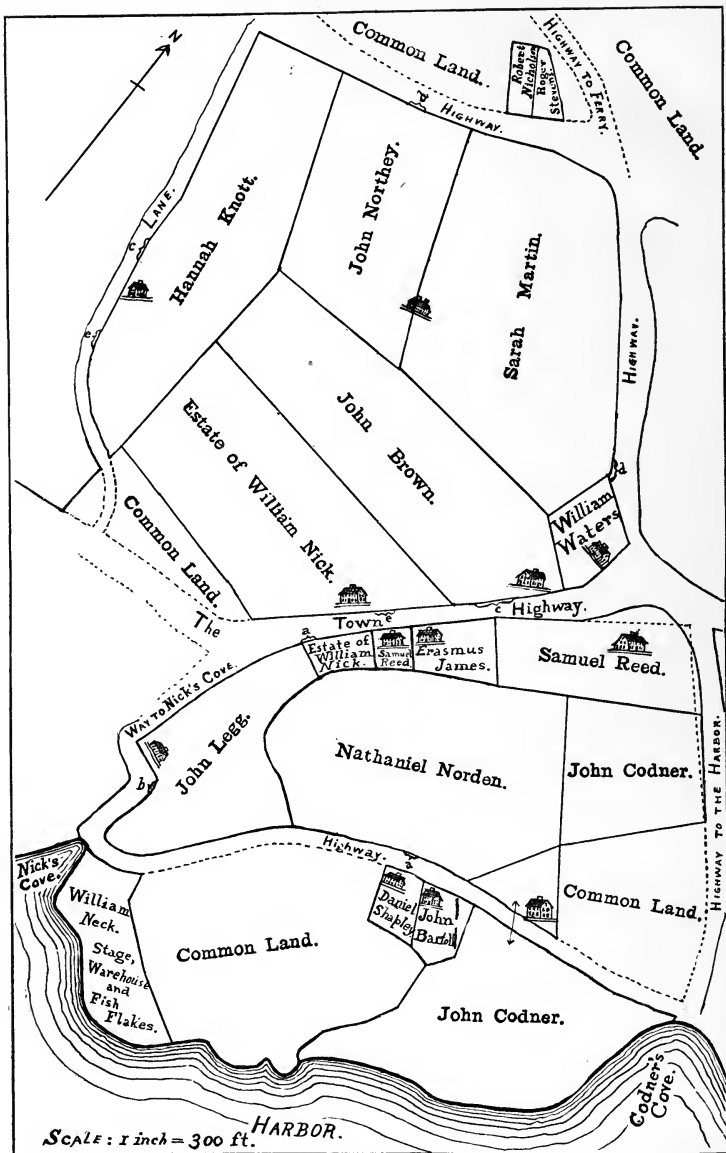
that he bought of William Little. He occupied it till his first wife died. Moses, jr., his son, lived there from May, 1831, to July, 1851, and then George S. Parker, who married the daughter of Moses Foster, jr., occupied it. On Sept. 20, 1854, he removed to the Johnston house, and Moses Foster, jr., removed back.

TENNY, PHILIP, late residence of, on Main st., where his widow and children now live. Dea. Philip, grandfather of Philip Tenny, probably built this house and resided there until he died, when his son, Dea. William Tenny, came into possession of it. The latter's son Philip occupied it as long as he lived. Others who have occupied a part of the house have been: Mrs. Mace, 1826-7; Charles Hardy's mother, about 1828; Nathaniel H. Griffith, summer of 1836; Mr. Tenny's sister Priscilla, 1837-8; Daniel Atwood, from 1838 until he went to East Haverhill in 1842, and since he came back; Wm. Hatch. The shop that formerly stood on the opposite side of the street was used by D. Atwood for a while about 1840.

WALLINGFORD, CHARLES, residence of, since married, on Main st. Dea. Thomas Tenny formerly owned this place, which he probably bought of his father, Daniel, son of Elder Samuel Tenny, enlarging the house and residing in it until he died. Then his son Silas lived at this place till he went to Chester, N. H., in 1804. Rev. Mr. Dutch bought the place and sold it again before long to Nathaniel Wallingford, who occupied it until he built the house where his daughters now live, in 1831. Following are among the other occupants: Moses Atwood, who married Dea. T. Tenny's daughter, lived here when his daughter Harriet, who married Rev. Mr. Newell, was born, in 1793; Moses Foster, about 1800-2; Eben Hopkinson, jr., about 1805-7; Charles Stevens; Leonard Wood; Nathaniel H. Griffith, 1836-40; Benjamin K. Hovey; Aaron Hardy; Charles W. Hopkinson, 1843-4; Edward Hills, 1840-53; Widow Anna B. Johnson, after she returned from Lowell, and S. D. Irving. Mr. Wallingford manufactured boots and shoes in his shop near his house for a number of years previous to 1854.

(To be continued.)





PLAN OF MARBLEHEAD IN THE YEAR 1700. No. 4.

MARBLEHEAD IN THE YEAR 1700. NO. 4.

BY SIDNEY PERLEY.

THAT part of Marblehead which is included between Hooper, Rockaway and Watson streets on the west and State and Mugford streets on the east and between Green street on the north and the harbor on the south is shown on the map on the opposite page. The map is based on actual surveys and title deeds, and is drawn to a scale of three hundred feet to an inch. It shows all the houses that were standing upon that portion of the town in 1700.

State street was a highway as early as 1665, when it was called a highway that goes down to ye harbor. It was called Norden's lane in 1725; highway leading down to the new wharf in Codner's cove in 1726; King street in 1729; and State street after the war of the Revolution.

Mugford street was called the lane or highway that leads to ye comon or woods in 1667; a highway in 1684; ye highway or street that leads up to the new meeting house in 1717; Queen street in 1734; the street leading from the town house to the ferry, so called, in 1757; and Mugford street as early as 1844.

Green street was the old ferry road, and was called the highway which goes to the ferry in 1724; the street in 1725; the street leading from the new meeting house up to the ferry, so called, in 1773; and Green street before 1882.

Elm street was called the lane or highway that leads to ye comon or woods in 1667; the highway, 1696; ye highway on ye back side of ye town, 1711; the Back street, 1727; and Elm street since 1831.

Watson street was an old way and was called a lane very early. It was named Watson street before 1882.

Rockaway street was an old way, and was called a lane in 1737; Frog lane, 1761; and Rockaway street before 1882.

Hooper street was the ancient way to Nick's cove; and was called ye highway in 1723; the highway leading down to ye cove, 1727; the street leading down to Nick's cove, 1728; the main street, 1797; and Hooper street as early as 1831.

Washington street was a highway or street in 1665; and was called the town highway, 1667; the main street of ye town of Marblehead, 1721; the main street leading to the town house,* 1794; and Washington street as early as 1859. The triangle in which the old town house stands was called Market square in 1856, and Washington square in 1875.

Water street was called the street leading up to the hill from the cove in 1836; the highway near the head of the cove, 1847; and "Water street, formerly called Felton's hill," in 1790.

Front street was in use about 1700, but the time of its origin is not exactly known. It was called a highway in 1707; way leading from Nick's cove to Codner's cove, 1727; ye way leading to the new wharf, 1728; the street leading to Nick's wharf, 1729; street leading from cove to cove, 1731; highway or street leading from Neck's cove to the new wharf, 1746; Fore street, 1761; the street leading to new wharf from upper wharf, so called, 1819; and Front street as early as 1824.

The braces marked "a" show where Darling street runs. It was laid out about 1730; and was called Cross street in 1733; New street, so called, 1777; Darling's lane, 1788; and Darling street before 1882.

The brace marked "b" shows where Hanover street begins. This was laid out as a private way, sixteen feet in width, by Stephen Minot, Esq., of Marblehead, through his land, in 1728; and was called Hanover street as early as 1729.

Summer street was laid out and so named before 1882. The braces marked "e" shows where it runs.

* This was the old town house, built in 1727, and now standing.

The braces marked "c" show where Pleasant street now runs. It was a private way, fifteen feet wide, in 1715, and was laid out as a public way about 1772. It was called a lane in 1787; a highway, 1791; and Pleasant street before 1882.

The braces marked "d" show where Harris street runs. The eastern portion of this way was first laid out, Aug. 23, 1736, in the division of the estate of John Northey, two rods wide, to reach the rear land, and was at first called a drift way.* It was called a passage way leading to Northey's orchard in 1748; a road leading to Northey's land in 1753; Northey's lane in 1803; the way leading from the main street to Northey lot, so called, in 1807; Harris court in 1844; and Harris street in 1879.†

The harbor was so called as early as 1665. It was called the great harbor in 1725; and Marblehead harbor in 1811.

The cove at the foot of State street was called the cove in 1725; and Codner's cove in 1731. Oct. 21, 1662, at a town meeting, the commoners agreed "that the Cove lying between John Codners and John Northies stage, shall be for a common landing place for the use of the public good of the Towne forever." This agreement was signed by Moses Maverick, Joseph Dolliber, John Peach, sr., Christopher Lattimore, John Waldron, John Codner, John Bartoll and five others in the name of all of the commoners.‡

The cove at Water street was called the cove in 1683; and Neck's cove in 1728. On the eastern side of this cove was the ancient fishing stage of William Neck, being called his old stage in 1683. This was called the eastern stage and fish flakes in 1708. At that time there was a warehouse there, also. In 1805 this was the location of the town landing.

John Codner House. John Codner of Marblehead had his fishing stage at this cove as early as 1662. He owned

* Essex Registry of Deeds, book 86, leaf 34.

†The burial ground on Harris street was laid out soon after the second Congregational meeting house was built, probably about 1725.

‡ Marblehead town records.

this tract of land before 1696, probably as early as 1662 ; and died possessed of the house and lot in the winter of 1709-10 ; his will, dated Jan. 19, 1709-10 being proved, March 28, 1710. His estate was divided in the winter of 1725-6, the mansion house and land adjoining, being assigned to his son-in-law William Blackler and his wife and children, William, John, Elias and Elizabeth, the parents having a life estate, and the children the remainder in fee. The house was gone in 1732 ;* when the Blacklers made a division of the estate.

John Bartoll House. John Bartoll of Marblehead, fisherman, owned this house and that part of the lot of land lying westerly of the dashes, in 1692, and bought the triangular piece easterly of the dashes, for two pounds and eight shillings, of John Codner of Marblehead, March 28, 1696.† The house was standing Sept 1, 1712, when Mr. Bartoll and his wife, Christian, for love, conveyed to his son Thomas Bartoll of Marblehead, fisherman, the northwest lower room of our dwelling house, etc., and land and frame of a house at ye northwest end of said house and a garden spot adjoining.‡ How much longer the old house stood is unknown.

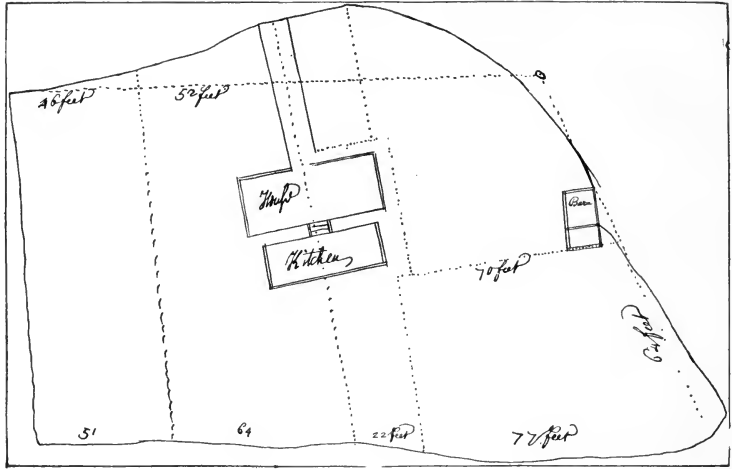
Daniel Shapley House. This was the lot of land that the commoners of Marblehead conveyed to Widow Susannah Burdun of Marblehead before Sept. 21, 1692, when, for twenty-five pounds, she conveyed the land with the house thereon, in which she then lived, to Daniel (David?) Shaply of Marblehead.§ David Shapley (spelled in the probate papers, Saply) of Marblehead, fisherman, died possessed of the house and lot, before Dec. 30, 1720, when administration upon his estate was granted to his son Richard Shapley of Marblehead, fisherman. The house and land were then appraised at fifty pounds. Widow Shapley was in possession of the estate in 1717, and probably Mr. Shapley died in or before that year. He was living in 1707. Richard Shapley died in or before 1746, and "the old house and rocks whereon it

*Essex Registry of Deeds, book 105, leaf 54.

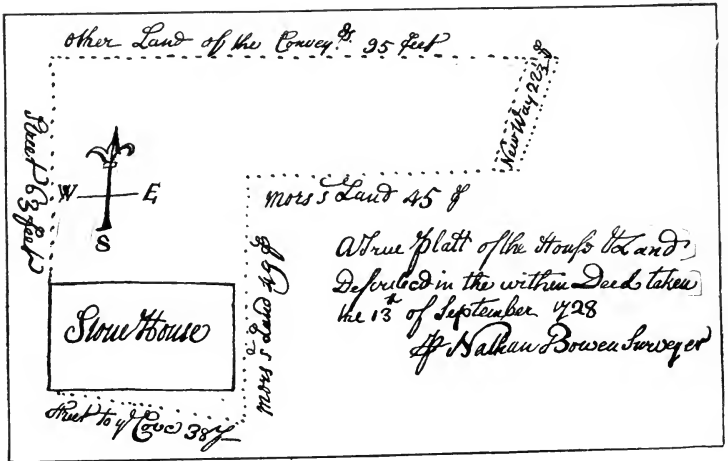
†Essex Registry of Deeds, book 14, leaf 45.

‡Essex Registry of Deeds, book 26, leaf 137.

§Essex Registry of Deeds, book 28, leaf 11.



DIVISION OF THE ESTATE OF SAMUEL REED, 1732.



PLAN OF THE ESTATE OF STEPHEN MINOT, 1728

stands" were appraised at fifteen pounds. The house was gone soon after.

John Legg House. This lot of land was in the possession of John Legg of Marblehead before 1672; and he died, possessed of it, with the dwelling house thereon, in the spring of 1674. He devised his estate to his three sons, Samuel, John and Daniel. Daniel was the youngest son, and died, without issue, March 16, 1690. Samuel and John divided the estate between them, and this lot, with the stone house thereon, was released to John.* Col. John Legg lived in Marblehead, being a merchant, and died Oct. 8, 1718, at the age of seventy-three. By his will, and probably by purchase, this house and land came into the possession of John Legg of Boston, merchant, who conveyed the land and "old stone house" thereon to Stephen Minot of Marblehead, merchant, May 26, 1727.† Mr. Minot conveyed the stone house and land adjoining to his brother George Minot of Marblehead, merchant, Sept. 12, 1728.‡ A plan accompanying this conveyance is reproduced from the record of the deed on the opposite page. The "new way" marked on the plan is a part of what is now known as Hanover street. The stone house was about thirty-three feet long and twenty feet wide, and faced the cove. George Minot took down the old stone house, and built a new house upon the lot which house was unfinished Dec. 31, 1731, when, having removed to Boston, he conveyed the land and building to John Palmer of Marblehead, merchant.§

Nathaniel Norden Lot. This lot of meadow land was probably granted by the town of Marblehead to Christopher Lattimore of Marblehead, and he died possessed of it in 1690. The title then passed to Capt. Nathaniel Norden, who owned it in 1717.

John Codner Lot. John Codner owned this lot quite early, and died possessed of it in the winter of 1709-10.

Samuel Reed House. This lot of land and the lot of Erasmus James adjoining belonged to Erasmus James of

*Essex Registry of Deeds, book 9, leaf 1.

†Essex Registry of Deeds, book 49, leaf 220.

‡Essex Registry of Deeds, book 51, leaf 128.

§Essex Registry of Deeds, book 61, leaf 14.

Marblehead very early. He sold the land and the house thereon to his son-in-law Richard Reed of Marblehead, fisherman, but died, about 1660, before a deed of the estate had been passed. Jane James, the widow of the deceased, was appointed administratrix of his estate June 26, 1660; and, June 16, 1665, she gave Mr. Reed a deed of the estate.* Mr. Reed was living in 1678, but probably died a few years later. He was succeeded upon the estate by Samuel Reed of Marblehead, apparently his son. Samuel Reed evidently built as a tavern the house shown on the map. In the rear, connected with the house by three steps, was the kitchen, a building nearly as large on the ground as the house itself. Tradition states that this was not only the kitchen, but the quarters of the slaves owned by Mr. Reed. Mr. Reed died Dec. 4, 1718, at the age of fifty-seven. His real estate was divided by deed March 25, 1732. The northeasterly half of the house was released to his widow Mary; and the southwesterly half of the "mansion house" and land, with an old shop, was released to his son John Reed of Marblehead, shoreman.† Accompanying the record of these releases is a copy of a plan showing the division of the estate‡ which is here reproduced. The house measured about forty-eight by twenty feet, and the kitchen about forty by fifteen feet. At the time of this division the street line was changed to the present line. The continuous line on the north and east were the street lines at that date; and the dotted lines are the present lines to which they were changed. This was a knoll, and the old road ran around it; subsequently the street was straight and the town house was left on one side. Mary Reed, widow of Samuel Reed, married, secondly, Nicholas Andrews, Nov. 28, 1721; and he died in 1730. She survived him, and died, his widow, in the winter of 1740-1. Her son Samuel Reed of Marblehead, cordwainer, conveyed two-fifths of the dower part, for sixty-two pounds, to his brother John Reed of Marblehead, who was then a butcher, Jan. 11,

*Essex Registry of Deeds, book 2, leaf 110.

†Essex Registry of Deeds, book 61, leaf 156.

‡Essex Registry of Deeds, book 61, leaf 159.

1741.* Samuel's brother, Richard Reed of Marblehead, gentleman, for twenty pounds, conveyed his fifth to John on the same day.† John Reed then conducted a tavern in the house; and died in 1764. The mansion house and barn and land were then valued at three hundred and ninety pounds. The estate came into the possession of his son, John Reed of Marblehead, mariner, who died in the winter of 1777-8, having devised the income of his estate to his wife Agnes (Annis), who subsequently married Ebenezer Foster. After her decease, he gave the absolute title to John Reed Malcom and Elizabeth Malcom, children of his sister Mary, who had married Alexander Malcom of Marblehead, mariner, both of whom having died before 1771, the date of the will. For twenty-one pounds and twelve shillings, John Reed Malcom of Marblehead, mariner, Samuel Ashton of Marblehead, fisherman, and wife Elizabeth, and widow Mary Abbot‡ of Marblehead conveyed the estate to Elbridge Gerry, Esq., of Marblehead, June 14, 1783.§ Ebenezer Foster of Boston, blacksmith, and his wife Annis, administratrix of the estate of John Reed, for forty-three pounds and four shillings, released the house and land to Mr. Gerry June 16, 1783.|| The house was then called "an old dwelling house." For twenty-five pounds, Mr. Gerry conveyed to Robert Hooper, Esq., of Marblehead, the land under the northeasterly end of the house, reserving "the Liberty of taking down and removing the said dwelling house from said granted land when he or they shall see fit within twelve months from the date hereof," July 5, 1783.¶ The house was probably taken down within the twelve months.

Erasmus James House. This lot was a part of the land owned by Erasmus James very early; and by him sold to his son-in-law Richard Reed. Mr. James died, about 1660, before a deed of it was executed. Jane James,

*Essex Registry of Deeds, book 129, leaf 219.

†Essex Registry of Deeds, book 129, leaf 220.

‡Daughter of Alexander and Mary Malcom.

§Essex Registry of Deeds, book 141, leaf 21.

||Essex Registry of Deeds, book 141, leaf 198.

¶Essex Registry of Deeds, book 141, leaf 13.

widow of Erasmus James, was appointed administratrix of his estate June 26, 1660; and June 16, 1665, she gave Mr. Reed a deed of the house and land.* Mr. Reed conveyed the house and this part of the lot to his brother-in-law, Erasmus James of Marblehead, ship-carpenter, 14:12:1667.† The purchaser was living in the house at that time, and continued to do so. Administration upon his estate was granted Sept. 4, 1717. He had built a "mansion house" at the eastern end of the lot. The old house and a strip of land two rods wide on which it stood was then appraised at one hundred and twenty pounds. Benjamin James of Marblehead, cordwainer, son of the deceased, had brought suit against his father's estate, and recovered judgment, which was satisfied by his mother, Joanna James, administratrix, conveying to him this house and land around it May 13, 1721.‡ Benjamin James, for one hundred and forty pounds, conveyed the house and land to James Houlton of Salem new precinct, husbandman, May 12, 1721.§ The house was then occupied by Christopher Slade. Mr. Houlton died in 1722; and his son, James Houlton of Salem, husbandman, for ninety-five pounds, conveyed one-half of the messuage to Jacob Fowle of Marblehead, joiner, March 9, 1729.|| Ebenezer Procter of Salem, cordwainer, and wife Mary, daughter of the deceased James Houlton, conveyed to her brother James Houlton her part of the estate June 22, 1730.¶ Joseph Holton, jr., of Salem, cordwainer, son of the deceased, for twenty-five pounds, conveyed to Mr. Fowle one-sixth of the estate March 15, 1731.** David Felton of Salem, carpenter, and wife Sarah, for a similar consideration, conveyed one-sixth of the house and land to Mr. Fowle Dec. 7, 1739.†† Richard James of Marblehead, mariner, released his interest in the estate to Mr. Fowle, for ten pounds, May 21, 1747.‡‡ The house was then

*Essex Registry of Deeds, book 2, leaf 110.

†Essex Registry of Deeds, book 3, leaf 49.

‡Essex Registry of Deeds, book 39, leaf 50.

§Essex Registry of Deeds, book 39, leaf 49.

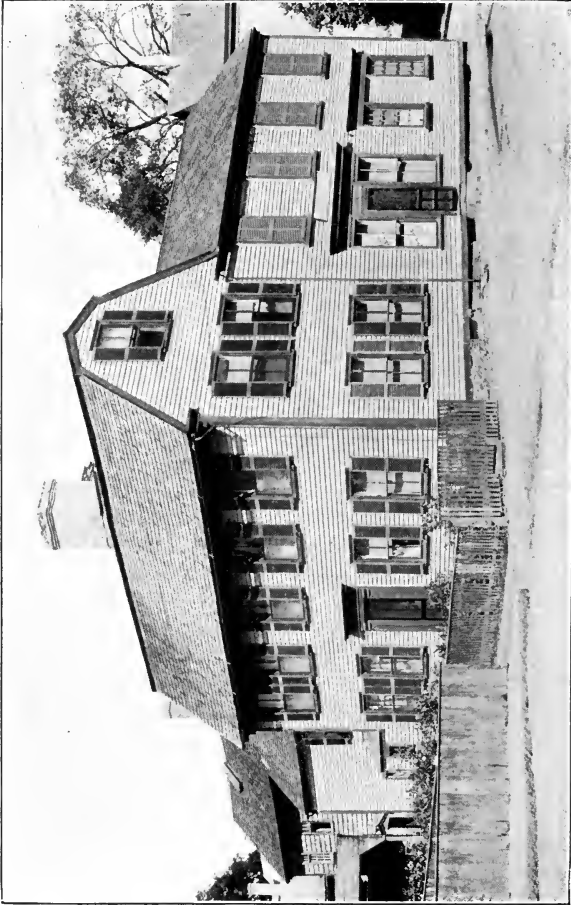
||Essex Registry of Deeds, book 52, leaf 135.

¶Essex Registry of Deeds, book 58, leaf 44.

**Essex Registry of Deeds, book 60, leaf 107.

††Essex Registry of Deeds, book 86, leaf 147.

‡‡Essex Registry of Deeds, book 52, leaf 157.



THE WILLIAM WATERS HOUSE.

called "an old house," and Mr. Fowle probably took it down soon after, erecting a new one in its place.

Samuel Reed House. This lot was a part of the estate of Erasmus James of Marblehead, who died in 1660. His widow, Jane James, had this lot and died possessed of it in 1669. This is probably the lot of land described in the inventory of her estate as the land by the pound, and valued at five pounds. By agreement between her son Erasmus James and her daughter Hester, wife of Richard Reed, this lot became the property of Hester, June 30, 1669. The title to it descended to Hester's son, Samuel Reed of Marblehead, mariner, who owned the lot in 1700.

Estate of William Nick Lot. This lot belonged to William Nick of Marblehead at an early date; and he died possessed of it in 1683. This lot, called the garden, was appraised at five pounds. His widow Mary married George Jackson of Marblehead, surgeon, in 1690, and she was in possession of the lot in 1700.

Estate of William Nick House. William Nick owned this lot quite early, and died possessed of it in the autumn of 1683. He devised it to his wife Mary, for her life, and then to his children William and Susannah. His wife Mary survived him, and married, secondly, Dr. George Jackson of Marblehead, and upon this lot they built a dwelling house, which they called their "new dwelling house" in 1691. The daughter Susannah married Jacob Fowle Oct. 31, 1700, and she and her brother William divided their part of their father's estate Sept. 18, 1708, Susannah releasing to William the southern part of the premises with the house, barn, etc., thereon.* The house was standing some years after this date.

John Brown House. This lot early belonged to William Nick. Mr. Nick died in 1683, and his widow was his executrix. She married Dr. George Jackson of Marblehead, and they conveyed to Capt. John Brown of Marblehead, merchant, part of "our pasture" Aug. 16, 1691.† Captain Brown built a house upon the lot, and died May 17, 1706. The house, barn and land were then valued at

*Essex Registry of Deeds, book 51, leaf 176.

†Essex Registry of Deeds, book 9, leaf 43.

six hundred pounds. The house contained a parlor, kitchen, hall and shop, and chambers and garrets, the building being two stories in height. How long the house stood after this time is not known. In his will, Captain Brown, who was an Englishman, had devised the estate to his wife, who continued his business of a shopkeeper.

William Waters House. This lot of land belonged to John Northey of Marblehead, planter, very early. He sold it, for twelve pounds, to William Waters of Marblehead, cordwainer, Aug. 21, 1684.* Mr. Waters built a house upon the lot, and died, possessed of the estate, in the spring of 1703, his will, dated March 16, 1702-3, being proved April 12, 1703. The dwelling house and garden were then appraised at one hundred and ten pounds. In his house the following rooms were mentioned: parlor chamber, porch chamber, kitchen, kitchen chamber, garrets and cellar. His widow, Mary Waters, who was the executrix of his will, for two hundred pounds, conveyed the land, house and blacksmith's shop (which had been built thereon) to John Curtis, jr., of Marblehead, fisherman, June 8, 1723; † and, for two hundred and fifty pounds, Mr. Curtis reconveyed the same estate to Mrs. Waters Nov. 22, 1726. ‡ For one hundred pounds, Mrs. Waters conveyed her mansion house and land to her daughter Hannah and her husband Philip Tewksbury of Marblehead, fisherman, Oct. 10, 1728. § Mr. and Mrs. Tewksbury removed to Gloucester, and, for one hundred and sixty-five pounds, conveyed the mansion house and land to David LeGallais of Marblehead, merchant, Feb. 5, 1733-4. || For two hundred pounds, Mr. LeGallais conveyed the dwelling house, barn and land to Alexander Watts, of Marblehead, merchant, May 1, 1748. ¶ Captain Watts died in the summer of 1772, his will, dated Jan. 6, 1763, being proved Sept. 7, 1772. The mansion house, shop, barn and land, were appraised at six hundred and fifty pounds. In his will,

*Essex Registry of Deeds, book 12, leaf 128.

†Essex Registry of Deeds, book 42, leaf 83.

‡Essex Registry of Deeds, book 47, leaf 165.

§Essex Registry of Deeds, book 62, leaf 139.

||Essex Registry of Deeds, book 64, leaf 121.

¶Essex Registry of Deeds, book 97, leaf 155.

Captain Watts devised the estate to his wife Rachel for her widowhood, and at her decease one-half to descend absolutely to her heirs-at-law, and the other half to his kinsman, Alexander Watts of London, England. In 1789, the house was represented as large, much decayed and in great need of repair. April 13, 1795, the estate was divided, the widow probably having died. Alexander Watts took the western part of the lot, the shop, "linter" and barn; and Mrs. Watts' heirs, Benjamin King of Salem, instrument-maker, and Mary Trusdale alias Mary Coes of New Haven, Conn., singlewoman, had the eastern part of the lot and the main part of the house. Mr. King and Mary Truesdell, for twelve hundred and fifty dollars, conveyed the house, with the kitchen end so called, to Samuel Turner of Marblehead, baker, March 31, 1798.* Mr. Watt, who was then living at Northan Place, Hertfordshire, England, esquire, conveyed his half of the estate, shop, etc., to Mr. Turner Oct. 9, 1799.† Mr. Turner lived here, and carried on the baking business, which has been continued by him and his successors to the present time. He died in November, 1854, possessed of the estate, which was sold at auction, by the executor of his will, to Ambrose Allen of Marblehead, baker, April 16, 1856.‡ Mr. Allen died March 26, 1873; and the executor of his will conveyed the house and land to William C. Fabens, Esq., of Marblehead Aug. 7, 1875.§ Mr. Fabens died Oct. 24, 1903; and the estate still belongs in his family.

John Northey and Sarah Martin House. The lots marked John Northey and Sarah Martin, with the dwelling house thereon, were the property of John Northey of Marblehead, fisherman, in 1667. He subsequently built an addition to the house, and died possessed of the estate in the spring of 1691. The house and land were then appraised at one hundred pounds. He devised to his son John Northey the new part of the house, and that part of

*Essex Registry of Deeds, book 164, leaf 34.

†Essex Registry of Deeds, book 165, leaf 147.

‡Essex Registry of Deeds, book 530, leaf 253.

§Essex Registry of Deeds, book 943, leaf 233.

the lot, the house apparently facing to the southeast. The old part of the house and that part of the lot he devised to his daughter Sarah Martin.

Mrs. Martin was wife of John Martin, and after his decease she conveyed her part of the estate to her sons, Peter, Samuel, Robert and Thomas, she having only a life interest in the property, under her father's will, Nov. 20, 1714.*

John Northey, the son, died possessed of his part of the land before March 31, 1732, when administration was granted upon his estate. The house was gone, apparently, before that date.

Hannah Knott House. Peter Greenfield owned this lot in 1667, and apparently died possessed of it before 1691. His widow Hannah married, secondly, Richard Knott; and, thirdly, Joseph Sweat of Marblehead, cordwainer, before 1708. Mr. and Mrs. Sweat conveyed this land and house, "in which we now dwell," to their son-in-law Thomas Martin (who married Eleanor Knott), May 8, 1708.† Mr. Martin owned the lot of land in 1716, but how long it stood is unknown to the writer.

Robert Nicholson Lot. This lot was the property of Robert Nicholson in 1692; and he owned it in 1700.

Roger Stevens Lot. This lot was granted by the trustees for the commoners to Roger Stevens of Marblehead, fisherman, Nov. 26, 1692;‡ and he owned the lot in 1700.

*Essex Registry of Deeds, book 27, leaf 277.

†Essex Registry of Deeds, book 21, leaf 123.

‡Marblehead town records.

RECORDS OF THE VICE-ADMIRALTY COURT
AT HALIFAX, NOVA SCOTIA.

THE CONDEMNATION OF PRIZES AND RECAPTURES OF THE
REVOLUTION AND THE WAR OF 1812.

(Continued from Vol. XLVI, page 272.)

JULIAN (598), schr., 38 tons, Eppes Griffin, master, Boston to Machias, captured Aug. 6, 1814 by Borer. Cargo: flour, pork, beef, gin, meal, soap, candles, tobacco, shoes, tar and mustard. Taken into St. Johns, N. B.

JULIAN (665), schr., 70 tons, John Darah, master, St. Vincents to Liverpool, N. S., recaptured Nov. 17, 1814 by her own crew. Cargo: 65 casks of rum.

JULIANA SMITH (205), schr., 37 tons, H. Cooper, master, 3 guns and 31 men, from Boston, cruising, captured May 11, 1813 by Nymphe.

JULIET (222), sloop, 92 tons, C. Southworth, master, Cuba to New Port, captured May 10, 1813 by Paz. Cargo: 113 hhds. and 19 tierces of molasses.

KING GEORGE (355), brig, 204 tons, J. Thompson, master, from Liverpool, recaptured Aug. 18, 1813 by Recruit. Cargo: salt.

LADY PREVOST (677), brig, 146 tons, Alex^r Strang, master, Lisbon to St. Johns, Newf^dland, recaptured Dec. 8, 1814 by Nimrod. Cargo: salt.

LANDRAIL (605), cutter, 90 or 100 tons, Lt. John Hill, master, 4 guns and 30 men, England to Gibraltar, recaptured Aug. 24, 1814 by Wasp.

LARK (247), schr., J. Terrio, master, recaptured June 15, 1813 by Borer.

LARK (229), sloop, 70 tons, J. Dodge, master, Portsmouth to Penobscot, captured Apr. 19, 1813 by Bream. Cargo: 4 bags corn, 3 parcels cotton, 1 cask molasses and 2 wheelbarrows. Taken into New Brunswick.

LAURA JANE (460), schr., 73 tons, — Milliken, master, Scarborough to Boston, captured Dec. 10, 1813 by Wolverine (privateer). Cargo: 50M ft. boards and 40M shingles. Taken into Liverpool.

LAVINIA (300), ship, T. Connel, master, recaptured July 18, 1813 by Recruit.

LAWRY (147), schr., 104 tons, J. Hilyard, master, Boston to New York, captured Mar. 9, 1813 by Liverpool Packet (privateer). Cargo: china ware, 4 boxes glass, 80 tons: 8 c : 1 qr: 16 lbs. iron, 92 bbls. sugar and 2 trunks.

LEGAL TENDER (698), brig, 116 tons, W^m Irvine, master, Newf^dland to Lisbon, recaptured Mar. 7, 1815 by Spencer. Cargo: 1640 quintals codfish, 676 gal. cod oil.

LEONIDAS (295), sloop, E. Cummings, master, captured July 7, 1813 by Weazel (privateer).

LEWIS (69), schr. (privateer), 36 tons, B. Pendleton, master, from Connecticut, cruising, captured Aug. 13, 1812 by A. S. Hope. Cargo: guns, ammunition and provisions.

LITTLE BILL (278), schr., John Roach, master, St. Bartholomews to N. Carolina, captured June 27, 1813 by Loup Cervier. Cargo: 105 hhds. & 163 bbls. sugar Muscovado, 5 hhds. clayed d^o and 10 hhds. molasses. Restored.

LITTLE JOE (111), schr., Ja^s Fairweather, master, Boston to New York, captured Oct. 17, 1812 by Liverpool Packet (privateer). Cargo: gum, myrrh, hops, allum, sugar and pepper.

LITTLE SISTERS (401), schr., G. Montgomery, master, from Trinidad, captured Sept. 18, 1813 by Belvidera and Statira. Cargo: sugar.

LIVELY (16), schr., 78 tons, Sam^l Burgess, master, St. Bartholomews to Boston, captured July 12, 1812 by Emulous. Cargo: molasses, sugar and rum.

LIVELY (305), schr., E. Forret, master, St. Thomas to Halifax, recaptured July 20, 1813 by Epervier.

LIVELY (341), schr., 22 tons, G. Frim, master, Boston to Penobscot, captured July 24, 1813 by Fly (privateer). Cargo: iron, turpentine, coffee, rum and gin.

LIVELY (522), sloop, 70 tons, Jn^o M. Loring, master, North Yarmouth to Boston, captured June 7, 1814, by Shannon (privateer). Cargo: cord wood. Taken into Liverpool.

LIVELY (654), sloop, 38 tons, Barzilla Adams, master, New Bedford to George Town, captured Oct. 26, 1814 by St. Lawrence. Cargo: 300 bushels salt and 200 bushels potatoes.

LIVERPOOL PACKET (274), ship, S. Nichols, master, captured June 30, 1813 by Dover. Restored.

LIZARD (483), schr. (privateer), 60 tons, B. Cook, master, 2 guns and 32 men, from Salem, cruising, captured Mar. 5, 1814 by Prometheus.

LOGAN (583), sloop, 31 tons, Chas. Willoughby, master, Newhaven to New London, captured July 29, 1814 by Lively (privateer). Cargo: 225½ bbls. flour. Taken into Liverpool.

LOUISA (702), brig, 65 tons, William Newel, master, Gibraltar to Greenock, captured Mar. 26, 1815 by Maidstone. Cargo: 60 pipes & 90 hhds. Teneriffe wine and 500 boxes raisins. Restored.

LOUISA (340), sloop, P. Erquinigo, master, Laguirea to Providence, captured Aug. 3, 1813 by Martin. Cargo: hides and indigo.

LOYAL SAM (250), ship, J. McIntire, master, recaptured June 16, 1813 by Sir John Sherbrooke and Matilda.

LUCIA (695), sloop, New York to New Bedford, captured Dec. 3, 1814 by Liverpool Packet, Rolla (privateers), Dec. 30, 1814 taken possession of by Curlew. Cargo: cyder, gin and apples. Vessel lost on Ragged Islands near Shelburne.

LUCRETIA (119), schr., 97 tons, John Hunt, master, Boston to Savannah, captured Nov. 11, 1812 by Liverpool Packet (privateer). Cargo: beef, candles and butter.

LUCY (237), brig, J. Hutchinson, master, recaptured May 25, 1813 by Shannon.

LUCY (192), schr., Boston to East Port, captured Mar. 30, 1813 by Rattler. Cargo: 9 puncheons gin taken out as prize. Taken into New Brunswick.

LUCY (637), schr., 30 tons, from Newberry Port, fishing, captured Sept. 15, 1814 by Lunenburg (privateer). Cargo: a few hhds. salt. Taken into Lunenburg.

LYDIA (133), schr., 89 tons, J. Rich, master, Buckstown to Baltimore, captured Oct. 24, 1812 by General Smyth (privateer). Cargo: boards and fish. Taken into New Brunswick.

LYDIA (162), schr., 113 tons, A. Burt, master, Warren to Havannah, captured Apr. 4, 1813 by Liverpool Packet (privateer). Cargo: boards, hoops and shooks.

LYDIA (352), schr., 74 tons, J. Walker, master, from Harwich, fishing, captured Aug. 7, 1813 by Matilda (privateer). Cargo: codfish and oil.

LYNX (236), schr., 225 tons, E. Taylor, master, Baltimore to Bordeaux, captured Apr. 3, 1813 by LaHogue, Marlborough, St. Domingo, Statira, Maidstone and Fantome. Cargo: cotton, coffee and sugar.

MACDONOUGH (659), brig (privateer), 180 tons, Joseph Weeks, master, 60 men, and pierced for 16 guns, had only 5 mounted when captured, from Portsmouth, cruising, captured Nov. 1, 1814 by Bacchante.

MAGDALENA (533), schr., 62 tons, J. Nyman, master, Boston to Halifax, captured June 5, 1814 by Martin. Cargo: 150 bbls. flour and 50 bbls bread. Restored.

MAGNET (18), ship, 172 tons, T. Drew, master, Belfast to New York, captured July 18, 1812 by Ringdove. Taken into possession for the use of the King's service.

MALAREN (344), brig, 139 tons, P. Jostrand, master, Portsmouth to St. Bartholomews, captured July 14, 1813 by La Hogue. Cargo: staves, lumber and hoops.

MALCOLM (1), brig, 197 tons, J. Jordan, master, Madeira to Portland, captured June 24, 1812 by Belvidera. Cargo: 19 pipes, 8 half pipes and 16 quarter pipes of wine.

MANCHESTER (302), brig (a packet), R. Elphinstone, master, recaptured June 18, 1813 by Maidstone, Poitiers and Nimrod.

MANHATTON (453), sloop, D. Gladding, master, captured Dec. 3, 1813 by Nimrod.

MARGARET (694), brig, 119 tons, Francis Leavitt, master, St. Johns to West Indies, recaptured Feb. 23, 1815 by Bulward. Cargo: lumber, fish and staves.

MARGARET (486), schr., P. Sparling, master, recaptured Mar. 16, 1813 by Maidstone and Belvidera.

MARGARET (422), sloop, 123 tons, J. Dunn, master, St. Johns to West Indies, recaptured Oct. 10, 1813 by Martin. Cargo: fish and lumber. Taken into New Brunswick.

MARIA (289), brig, 110 tons, G. Wierman, master, Stockholm to Boston, captured June 24, 1813 by Bold. Cargo: iron and steel. Taken into New Brunswick.

MARIA (94), ketch, — Bunker, master, captured —, 1812. Cargo: 24 pipes Fayal wine, 86 bbls. coffee and 2 hhds. coffee damaged.

MARIA (624), schr., New Port, R. I. to New York, captured Sept. 4, 1814 by Nimrod. Cargo: salt, fish and oil.

MARIA (9), ship, 344 tons, J. C. Norden, master, Cadiz to New York, captured July 13, 1812 by Emulous. Cargo: ballast and 14 bales cloth and \$30,993.

MARIA FRANCISCA (509), brig, Nicholas Calveras, master, Havannah to Boston, captured May 4, 1814 by Curlew. Taken into Shelburne. Ship and part cargo restored.

MARIA FREDERICA (559), brig, Wigle Swart, master, Amsterdam to Boston, captured July 14, 1814 by Seahorse and Peruvian. Cargo: gin and other articles. Restored

MARIA WINDSOR (160), schr., 131 tons, J. Fish, master, North Carolina to East Port, captured Mar. 29, 1813 by Sir. Jn^o. Sherbrook (privateer).

MARINER (386), brig, T. Fraser, master, recaptured, Aug. 29, 1813 by Poictiers.

MARINER (31), ship, — Lygett, master, Glasgow to St. Andrews, recaptured July 22, 1812 by Colibrie.

MARQUIS DE SOMERLOUS (6), ship, 359 tons, T. Moriarty, master, Civita Vichia to Salem, captured July 10, 1812 by Atalanta. Cargo: brandy, wines, silks and dry, goods.

MARTHA (22), schr., J. Darley, master, recaptured, July 18, 1812 by Paz.

MARY (10), brig, 200 tons, W. G. Weld, master, Gibraltar to Boston, captured July 17, 1812 by Spartan. Cargo: wines, currants, juniper berries and marino wool.

MARY (140), schr., 97 tons, J. Matthews, master, New Haven to Balt., captured Mar. 23, 1883 by Sir John Sherbrooke (privateer). Cargo: 350 bushels corn, 15 hhds, sugar, 200 cheese and 10 bbls. apples.

MARY (200), schr., D. Jones, master, captured, Mar. 27, 1813 by Lt. Sweeney, Com^d. Officer at St. John. Cargo: soap, candles, tea, cheese, rum, brandy, tobacco, butter, smoak'd herring and codfish.

MARY (378), schr., Pyam Prince, master, captured Aug. 7, 1813 by Broke (privateer).

MARY (391), schr., 36 tons, H. Walker, master, Boston to Halifax, captured Sept. 10, 1813 by Wolverine (privateer). Cargo: bread, flour and tobacco. Vessel and part cargo restored.

MARY (400), schr., 61 tons, C. Tiedeman, master, Hayti to Boston, captured Sept. 13, 1813 by Sylph. Cargo: sugar and coffee. 1-3 restored.

MARY (643), schr., 92 tons, R. Burrows, master, Halifax to Martinique, recaptured Oct. 6, 1814 by Wasp. Cargo: fish and flour.

MARY (531), ship, — Moore, master, Waterford to Quebec, recaptured June 1, 1814 by Martin. Cargo: flour.

MARY (281), sloop, 43 tons, M. Thurlo, master, Boston to Kennebeck, captured July 4, 1813 by Retaliation (privateer). Cargo: rice, molasses, glass and other articles. Taken into Liverpool.

MARY (326), sloop, F. Glawson, master, recaptured July 27, 1813 by Nimrod.

MARY (475), sloop, 91 tons, S. Farrow, master, Penobscot to Boston, captured Jan. 6, 1814 by Wolverine (privateer), Cargo : cord wood. Taken into Liverpool.

MARY ANN (28), schr., — Dugas, master, Halifax to Quebec, recaptured July 23, 1812 by Maidstone.

MARY ANN (466), sloop, 50 tons, E. Lewis, master, New York to Rhode Island, captured Dec. 22, 1813 by Liverpool Packet (privateer), Cargo : 300 bbls. of flour.

MARY ELIZABETH (78), brig, 167 tons, C. Crandal, master, St. Ubes to Portland, captured July 8, 1812 by Indian. Cargo: ballast and \$2313. Taken into New Brunswick.

MASSACHUSETTS (397), ship, 286 tons, B. Weeks, master, Lisbon to New York, captured Sept. 11, 1813 by Canso. Cargo : 396 moys salt.

MAY FLOWER, (339), sloop, A. Barnes, master, New York to Boston, captured July 31, 1813 by Matilda (privateer). Cargo : 600 bushels corn and 14 bbls. rye flour.

MEDIL PADRIA (423), brig, 70 tons, Oocracock to Halifax, captured Oct. 5, 1813 by Conflict. Cargo : 750 bbls. flour.

MELANTHO (95), ship, 402 tons, Wm. Davidson, master, Chili to Baltimore, captured Sept. 17, 1812 by Spartan, Statura, Acasta, Nymphe, Orpheus, Maidstone, Aeolus and Emulous. Cargo : 229 tons copper, 9 bales of furs and \$43,000.

MENTOR (651), ship, 227 tons, Isaac Balston, master, Portsmouth to Quebec, recaptured Oct, 27, 1814 by Maidstone. Cargo : beef, pork, bread and some rum.

MENTOR (335), sloop, 56 tons, J. Perry, master, Province Town to New Bedford, captured July 11, 1813 by La Hogue. Cargo : lumber.

(To be continued.)

ESSEX COUNTY NOTARIAL RECORDS,

1697-1768.

(Continued from Vol. XLVI, page 288.)

[134] Dec. 8, 1759, Michael Driver made deposition in effect as above ; before Samuel Curwen, Justice of the Peace ; also Ebenezer Tozier, mate [135] deposed to same, and that " Capt. Driver intervened with the Prize Master and had his Leave that I might go with him to Antigua in the Prize, but some of the People saying it was Capt. Snellocks Orders that none should go but Capt. Driver and that if any but he went they swore by God they would throw him overboard upon this I was prevented, and none of us suffered to go in the Prize but Cap^t. Driver who sayled for Antigua on Sunday following. Then being destitute of Frend and employment I took the first Opportunity and returned to Salem."

Invoice of merchandize shipped by Richard Derby on the schooner Three Brothers, bound for St. Eustatia.

To 23 Q ^r Cask of Vidonia Wines @ £40	£920
To 60 bar ^l Mackrel at £6.10	390
To 70 Cask Raisins @ £11.10	770
To 80 Cases of Oyle @ .7	560
To 80 Q ^{ts} Merch ^{bl} Cod @ £6. 5	500
To 40 Shingles @ .80	160
To 1400 Hoops @ 50/	35
To 11 ^c 1 Pot Iron @ £8.	90

£3425

Reduced to Lawful M^o 457.13.4

Acknowledged at Salem, June 18, 1759 by Michael Driver.

[136] Account of goods on schooner Three Brothers:

Thirty five & a q ^r Q ^{ts} of Cod fish	£5.5	175.1.3
Seven Casks & ten Jarrs of Raisins @ £12 and 5		134.
Two Hhd ^s of Wine at £60		120.
One & a half bar ^{ll} Mackrel a 8£		12.
		<hr/>
		341.1.3
To Comission on above @ £5 ꝯC ^t		17.
Insurance @ 20 ꝯC ^t		71.6
To freight of above Goods		126.
		<hr/>
		£555.7.3

The above acc^t. is in old Tenor w^{ch} reduced into Sterling @ 10 for one £55.10.9

Dec. 12, 1759, Michael Driver made oath that the above goods were his own property, which were seized by the privateer King of Prussia, July 28, 1759.

The following is a true account of the cost of the above schooner, attested by Richard Derby, Jan. 17, 1760 :

To the Value of the Sch ^r when sayled at least	£533.6.8
To the amount of the Cargo as ꝯ Invoice	457.13.4
To Charge of Lading s ^d Cargo for Labour, } wharfage and truck }	30.
To Port Charges 8£ 9 bar ^l Beef & Pork @ 60/	35.
To Mens Wages from y ^e 15 th May 1759 to y ^e } 28 th of July the time w ⁿ s ^d Pirates took her } at 20£ ꝯ months. }	48.10
To 6.0.0 Bread at 24/ to victualling Fish and } Oyle 60/ }	10.4
	<hr/>
	1114.14
To Prem of Insurance on the whole at 20 ꝯ cent.	
222. 14. 4 Pollicy 2-8	222.17
To Charges for Advice, Protest, Notary &c	10.
To Comissions on 1114.14 @ 5 ꝯ c	55.14
To D ^o on 222. 17 Prem ^o of Insurance @ } 1 ꝯ cent. }	2.4.9

To Damages already sustained by s ^d Snellocks' Piratical Conduct three hundred Pounds in lawful money.	} 300.
	<hr style="width: 100%;"/>
	£1705.9.9
Reduced into Sterling is	£1279.2.33-4
To the Master Adventure as pr. acct. annext and attested to in Sterling	} 55.10
	<hr style="width: 100%;"/>
	£1334.13.

[137] Bill of Exchange, dated St. Eustatius, Aug. 3, 1758. Sixty days' sight draft by Jan. Cadett on Heirs of Peter Amyol & Co. of Amsterdam to Joseph Motty in London for £80. Endorsed to Daniell Mackey by Joseph Motty. Endorsed to W^m Dennie by Daniell Mackey. Endorsed to W^m Dennie by Daniell Mackey. Endorsed to W^m. Baker, Esq., merchants, London, by W^m Dennie. Protested, Dec. 28, 1758, in Amsterdam. Protested, Nov. 1, 1759, in London and refused for want of orders.

[138] M ^r W ^m Dennie D ^r to W ^m Baker for Charges of y ^e annexed Protested Bill for	80.
Charge of Protest in Holland for non acceptance 4/	} 3.8
D ^r . in London for Non Payment	53.
My Commission 1-2 $\frac{3}{4}$ Cent.	8.
	<hr style="width: 100%;"/>
	80.16.11

W^m Dennies' receipt to Capt. Daniell Mackey in full for the Bill Indorsed by him to me.

Bill of Exchange, dated St. Eustatius, Aug. 1, 1758. Sixty days' sight draft by Simon de Grauff and Bernard, and James Fexien on Jean Taxier of Amsterdam to Daniell Mackey in London for £200. Endorsed to W^m Webb by Daniel Mackey.

[140] Bill of Exchange, dated St. Eustatius, Oct. 3, 1758. Sixty days' sight draft by Jeremiah Peniston on Hermon van Yrendoon, merchant, Rotterdam, to Samuell Bacon in London, for £78. Endorsed to Lane & Booth by Samuel Bacon. Protested Feb. 8, 1759, at London, and refused for want of orders.

Bill for £50, same as above; to Fitch Pool in London. Endorsed to Timothy Orne by Fitch Pool. Endorsed to Thomas Lane and Benja. Booth by Timothy Orne. Bill for £133: 6s : 8, dated Sept. 8, same as above, to Timothy Orne, "for value received of George Dodge." Endorsed to Lane & Booth.

Bill of Exchange, dated St. Eustatius, Sept. 12, 1758. Sixty days sight draft by Jacob Sam^{ll} Doneker on Abraham Ter Borch, Amsterdam, to Timothy Orne in London. Endorsed to Lane & Booth. Protested, Dec. 29, 1758, at Amsterdam. [Protest in Dutch.]

Protest. Jonathan Mason, master of schooner Beaver of Salem, made declaration that on Dec. 26, he sailed from St. Eustatia for Monto Christo, with some empty casks and cash, and on Dec. 29, he "was chased and several times fired upon by a Spanish Vessel commanded by one Francis Besento who called himself a Guarde Coast, being then about five Leagues distant from the Island of Porto Rico, He was then obliged to strike to Him and after taking Him & his men out of his Vessel, treating the s^d men in a barbarous Manner by slaping and beating them they carried s^d Schooner into Porto Rico puting Him the s^d master into a close Goal and keeping Him there thirteen Days with two men that were there confined for murder and puting the men into other Goals & some time after (upon pretence of suspecting they were coming to trade upon their Coast) They condemned s^d Vessel to be a Prize with every Thing belonging to her, taking from s^d master & men about thirteen Hundred pieces of Eight, and ordering them to be imprisoned five months and after keeping them near five months, suffered them to buy a Canoe, and they came away & arrived at St. Thomas's the 22^d day of May, and from thence they went to Santa Croiz and took their Passage for Salem, in Capt. Jn^o Gardner and arrived at s^d Salem, ye 24th Instant." June 25, 1760. [146] Joseph Eedy, one of the mariners, also made oath to the same.

Protest. Samuel Carlton, master of the schooner Dolphin of Salem, 40 tons, made declaration that on May 7 he sailed from Grand Terre in the West Indies for Salem,

and about 3 hours after he sailed "was chased fired at & was obliged to Strike to a French Privateer Sloop called the Maria Renomee commanded by Master Gaster and took the Declarant and all his People out of their Vessel and carried them to Martineco and as they understood carried the Vessel to Dominco and after Six Days they got on board of a Cartel Vessel bound to Antigua, and then got out of s^d Vessel on board a Boat bound to S^t Eustatia and arrived there the 26 Day of s^d May and thence took his Passage Home to Salem in Capt. Baker bound to Marblehead and arrived there this Day." July 1, 1760. Thomas Frye, mate, also made oath to the same.

[147] Note, dated Monto Christo, Dec. 14, 1758, by John Coterel to Capt. Benj^a. Davis for nineteen pieces of Eight "being so much Mr. Morrow owed s^d Davis." Endorsed to Capt. Michael Driver "upon M^r Andrew Presson's acc't," by Benj^a Davis.

Bill of Exchange, dated Halifax, Nova Scotia, 19, 1759. Thirty days sight draft by Joshua Mauger on M^{rs} Sarah Nicholson & Co., London, to Michael Fanning for £67. Endorsed to William Vans by Michael Fanning. Endorsed to Lane and Booth by William Vans.

[149] Bill of Exchange, dated St. Eustatia, Oct. 18, 1758. Sixty days sight draft by William Heyliger on Thomas & Adrian Hope in Amsterdam, to Samuel Bacon in London for £31: 13s, "value rec'd from Cap^t Henry Collins." Endorsed to Lane & Booth by Samuel Bacon. Protested at Amsterdam, Feb. 29, 1760.

Bill of Exchange, dated St. Eustatius, Oct. 20, 1758. Sixty days sight draft by Joh^s & Raapz^t Heyliger on Thomas & Adrian Hope of Amsterdam to Samuel Bacon, "for £31: 13s, value received of M^r Henry Collins."

[149] Protested, Feb 29, 1760 at Amsterdam. [Protest in Dutch.]

Bill of Exchange, dated St. Eustatius, Oct. 13, 1758. Sixty days sight draft by Peter Runnel jun^r, Peter Heyli-

ger, Abraham Cool and Adolphus Rosswell on W^m de bruyn Daniels, merchant, Amsterdam, to Samuel Bacon in London for £63: 5s: 71-2d "for value rec'd from Henry Collins". Endorsed to Lane and Booth by Sam^l Bacon Protested in Amsterdam, Feb. 26, 1766. [Protest in Dutch]

[150] John Hathorne, master of the sloop Adventure of Salem, 80 tons, made declaration that on May 22, he sailed from Salem for St. Eustatia in the West Indies laden with fish and lumber and on June 28, in Lat. 18. 20. Long. 60. "They were chased by two French Privateer Sloops and a Schooner & finding They came up very fast about four O'clock we threw the Lumber off the Deck, and then We sayled as fast as either of them at Eight o' Clock at Night one of the Sloops and the Schooner gave over chasing us, about 10 o'Clock it growing Calm one of the Sloops Thomas Masten Master belonging to Martineco [came] up to us & took us, and took the Declarant and all the men (except two) on board the s^d Privateer and carried Them to Martineco where she arrived the third of July, and carried their s^d Sloop to Domineco where they understood by the Mate who was left on board her that they had halled her up in order to take out the Mast, and the Declarant saith he was imprisoned Six Days at Martineco and on the ninth of s^d July he went from thence on a flagg of Truce and arrived at St Kitts the 12th and then took his Passage to St. Eustatia and arrived there the same day and on y^e 22 day Sayled in the Ship Pheenix for St. Martins and on the Second of Augst following from thence to Boston and arrived there the 22^d Instant." Aug. 23, 1760. [151] David Mackee, mariner, also made oath to the same.

Note, dated Nevis, Feb. 12, 1759. Tho. Woollward to Capt. John Bowditch, for £48: 15s.

Note, dated Jan. 10, 1759. Th^o Abbott to Capt. John Bowditch, for £20, current money, or good molasses. Endorsed at Salem, Nov. 6, 1759 to Eben^r Bowditch, jr. by John Bowditch.

[152] Account of sales of 2124 3/4 English Quintalls of dried Cod Fish made out here in Portugeeze weight. 1764 Quin^{tes} Rec'd in the month of Nov^{br} & Dec^{br} last from Gloucester in Cape Ann by the Snow Sea Nymph W^m Dolliver Master for the proper acc^t of M^r. Epes Sargeant merch^t there Viz^t

Q ^{tes}		
1368 1/4	Sold out of Warehouse @ 3-200	4378-400
22	D ^o very Inferior @ 1-600	35-200
368 3/4	Sold at y ^e rate of 2600 free of Duty & Charges w ^{ch} it paid	958-750
5	Perquisites	

1764 Portugeeze Quintalls 5372-350

Charges viz^t

To Primage on the Fish @ 6 by Quintal	12-748
To Contribution @ 10 by D ^o	21-245

To People working aboard Boat hire disembarking Cart hire to the Warehouses Pileing Vendage Warehouse hire & other Expences on 1390 1/4 2 ^{es} at 250 by Quintal	347-562
To Comm ^s on the Sales @ 2 1/2 by C ^t	134-308

515-805

The neat Proceeds being R^s 4865-487

I carry to the Credit of Mr Epes Sargeant in his acc^t Current save Prejudice by Errors

Lisbon, the 17 July 1756

For M^r Ja^s Watts

Jn^o Watts

M^r Epes Sargeant Jun^r

Deb^r
1756

Jan ^y 10 th To the Amount of 240 Moyes of Salt on the Sea Nymph as by per Invoice sent	289-500
--	---------

To the amount of her part Charges & what supply'd the Captain with as by acc ^t Sent	220-044
--	---------

	To your Proportion of the Fine paid when the Mate was taken out of the Vessel as ad- vis'd you in my letter of this Date	11-300
Feb ^r 24.	To Cash p ^d Sam ^l Turner's Bill in favour of Jam ^s Nash	1308-667
	To D ^o W ^m Baker Esq ^r in favour of Bristow's Ward & Comp ^y	1307-393
	To D ^o Thomlinson Freeotheck & Comp ^y in favour of Mess ^{rs} John Dorrier & Comp ^y ₤ L 150 Lt ^{rs} at 64 5/8 for acc ^t of Mess ^{rs} Simpson's	557-060
	To James Gyfford's Bill in favour of said S ^r Samuel & Thomas Fludyer Esq ^r ₤ £100 Ster ^s 64 1/4 account of M ^{rs} Sarah Oxnard	373-540
not remitted	To 1/2 Ballance of this acc ^t which I shall remit M ^r Sam ^l Turner	423-600
not remitted	To 1/2 Ditto which I shall remit W ^m Baker Esq ^r .	423-600
	To Comm ^s for recovering & paying & remiting	43-938
	To Broak ^o on 847-200 @ 1/8 ₤ Cent	1-059
	To Postage of Letters from London	1-846
		<hr/> 4961-547

[153] His acc^t Currant

Cred^r

1756.

Jan ^{ry} 10 th	By freight of 288 1/2 Q ^{les} Fish ₤ the Sea Nymph 104-909 @ 2 ^s is £28.17 a 66 ₤	105-060
July.	By N ^t Proceeds of 2124 3/4 2 ^{les} of Fish ₤ the Snow Sea Nymph ♂ account of Sales	4856-487
		<hr/> 4961-547

Lisbon the 17th July 1756

Errors Excepted

for M^r Ja^s Watts

Jn^o Watts

(To be continued)

REVOLUTIONARY ORDERLY BOOK OF CAPT.
JEREMIAH PUTNAM OF DANVERS, MASS.
IN THE RHODE ISLAND CAMPAIGN.

JULY 10, 1779—DECEMBER 19, 1779.

FROM THE ORIGINAL IN POSSESSION OF THE ESSEX
INSTITUTE

Capt. Jeremiah Putnam was the son of Jonathan and Sarah (Perley) Putnam of Danvers, where he was born Oct. 31, 1737. He saw military service in 1756 at Crown Point in the company of Capt. Andrew Fuller, and in 1759 he enlisted in Col. Plaisted's regiment. He was a member of Capt. Jeremiah Page's company at the Lexington alarm and after the fight enlisted in the army and rose to the rank of captain. In 1777, while serving as ensign in Col. Hutchinson's regiment, he was taken prisoner at Long Island. His exchange was effected the last of February, 1778 and March 14th, following, he was commissioned as a captain in Col. Nathaniel Wade's regiment, serving in Rhode Island for the remainder of the year. In June, 1779, he appears as captain in Col. Nathan Tyler's regiment of Essex County men to serve in the Rhode Island campaign. His military service in the Revolution seems to have ended in December of that year.

Head Quarters, Providence 10th July 1779. Field officers of the Day to morrow Coll Jackson Details of the Gaurds Coll Jacksons Regiment to furnish the Main Gard Coll Tylers Regiment to furnish 1 Sub 1 Sergt 1

Corporal and 15 Privates as a Gaurd for the Redoubts on the West Side of the Bridge an Adjutant or a Commissioned officer of militia to attend at 10 oClock for the Purpose of Taking Generall orders Details, &c

11th July 1779 All Parties sent from the out Posts must be Supplied with so much Provisions as will Maintain them Untill they return home for the future they will not bee Premited to Receiue any Provisions from the Magazine at Providence

July 13th 1779. When the Commanding officers at the Severall out Posts send officers to Providence they are Desired to Direct those officers to Call at the Adjutants Generals office and take Coppies of the Generall orders which are Issued Daily

July 14th 1779. At a brigade Court marshal of which Lieutenant Coll Onley Was President John Deruse of Coll Angells Regiment was tried for Deserting to the Enemy & Carrying with him a Gaurd Boat: the Person being Brought Before the Court Plead Guilty-the Court therefore Centence him to Suffer Death the General approves of the Sentence of the Court Joseph Thrasher of Coll Angell Regt Tried by the above Court for Desertion found Guilty & Sentenced to be Whipped one Hundred Lashes on his Bare Back the General Approve the of the Sentence and orders it to be Inflicted Imedately

July 17th 1779. For the future not any amminitions to be Issued to any of the Troops in the Department with out a Special order from head Quarters

18th July 1779 A Generall Court Marshal to sett to morrow to morning at 9 oClock to Try Such Persons as Shall be Brought Before them Coll Elliot President Coll Crains Detaichment to Furnish to furnish two Captains & four subbaltons for members of the Court the Adjutant of of Coll Eliots Regiment to See the Court Properly Attended Capt Fish is appointed to act as Inspector to the massachusetts melitia & is to be obeyed as Such he will review the the Armes & Amunition of these Regiments & Report their Condition to the General

July 19th 1779 the monthly alterations to be Inserted in the Return of the 23d Instant at Wich Time a Return

of the Clothing Armes Acoutrements &c in Each Regiment will be made The Commanding officers of Regiments & Corps are Desired to Pay particular attention to the form orders respecting the accuracy of their Returns & to send them of their Regimental Returns with Duplicates to the adjutant General office by Saturday noon at furthest Blanks for Returns of arms Ammunition &c will be Delivered Upon Application being made to the Adjutant General

The number of Men from Each County To be Formed into Companys as here follows Commissioned officers Not included

County of Suffolk	95	Company
County of Essex	119	Company
County of Middlesex	100	Company
County of Worcester	124	Company
County of Hampshire	102	Company
County of Plimoth	74	Company
County of Barnstable	38	
County of Bristol	69	

Total 107 to be formed in one Company

County of York	45
County of Cumberland	44

Total 89 to be formed in one Company

Total from the Several Countyes 800 men

20 ye July 1779 A Republication Salute of Thirteen Pieces of Artillery to be fired at Each Port from Tiverton to Newtown Inclusive exactly at one oClock to Morrow in the Same maner and form as that on the 5th Instant in hounour of the Glorious Success* of the Armes of the United States in the Reduction of Strong Parts one Gill of Rum to be Issued to All the Troops as Soon as the Feu de joy is over.

21st July 1779 The General Congratulates the Army upon the Glorious Success of Brigaders General Wayne, and the Gallant Troops under his Command in taking by assault the enemy Fortification parts And with pints of the Bayonets alone Forcing the Garison to Surrender at

*Battle of Stony Point, N. Y., on July 15th, 1779.

Discretion not one Man escaping this Signall & Brilliant Victory Was Gained with the Los of But Four men Killed and Ge^l and fifteen Slightly Wounded while on the part of the Enemy five hundred Solders and Twenty Officers Waire Killed Wounded and taken Prisoners with all their Canon Arms and Millitery Stors and Provisions.

July 22d 1779 A General Court martial held the 20 Instant of which Col Elliot was President James Stanford of Coll Jacksons Regt Was tried and for insolting and Abusing Serg Rolf found Gilty And Sentenced to recive Seventy five Lashes on the naked Back the General approves of the Above Cort and orders the punishment inflicted to Morrow Morning at the Gard Mounting Thomas Pindinghass of Coll Ellots Regt tryed by the Above Cort Martal for Desarting From the Said Regt And etending to go to the Enemy on Rhodisland also for Desarting from Late Col. Lees Regt. March 1778 found Gilty of Diserting from both Regt and sentenced to suffer Death the Ge^l Approves of the Sentence of the Cort the time of Excution will be Apinted in futer Orders the Ginerel Cort martial of which Col Elliot Was president is Disolved. Col. Bartons Corps to March Immediately To pawtucket with his Camp Equipage

Extract from General Washington order of the 14 july 1779

Congress has bin Plesed to pas the Following Resolves In Congress 6th July 1779

Resolved that in Consideration of their Extraordy Duties and Serves the officers In the Army of the State Sarving as Sub and Brigad Inspectors B allowed the Formr three Rations a day and forrage for thr horses and the latter tow Rations A Day and Forrage for tow horses in lew of former Rations And forrage Both as Officers in the Line as inspectors thre Sibstances Money as officers in the Line to remain as heretofore July 4th, 1777. The General Request the Commanding Officers of their Regt Who have furnished Men for Guard to Send without Delay to the Agt General Certificates of the time of Servis for which they are Respectively Engaged.

July 24th 1779 In consequence of an order of Congress what each Soldier who inlist to Serve during the War before the 23d Jan. Last Shall Be Allowed Gratuity of one hundred Dollars The Commanding Officers of the Regt And Corps in the Department Are Desierd to Make an Exact Return of the naims of all Such Including the non Commissioned Officers These returns to Be wrote in a Fair And Correct Manner Distinguishing their Respective Companys and to be Delivered Emediatly to Major Andrew Brown Commasary of Muster Who is to take the Muster in Futer att Providence Artificers are not to be Included in Above Mentioned Returns For the Commanding officer of the Galley is to Examin all Bots & Vessels Passing from Providence down the Bay he will When Refratory Oblige them to Bring too and Send them under A Guard to the Generel

Camp Providence July 23d 1779 The Regiment under My Command are to Be Formed in to Seven Comp^y Those Whose from the County of Middlesex to form one Company under the Command of Capt Hovey thos from the County of York and Suffolk to form one Company to Be Commanded By Lut Lincol these from the County of Waster to form one Company under the Command by Lut Coburn Those from the County of Essex to form a Company under the Com^d of Leut Kimball those from the County of Plymoth to form One Company to Be Commanded by Lut Weston Those Men Belongin to Coll Jacobs Regt and those Belonging to the State of New Hampshire to form one Company to Be under the Command of Lut Loring and Those from the County of Hamshere to form another company under the command of Lut Smith Whom I apint to Do the Duty of an Adgt to my Regt until further Orders and he the said Smith is to Be accordingly Obayed as Agt

Said Companys to Remain in the Afoesaid position till Other Wise ordered or their Command Superseded the officers Commanding Companys Will se their Men Equiped With Arms fit for Action and twely Rounds of Cathroges each that they do Not Allow their Men to Strole from the Camp By Day or Night that they Se their

Men Keep Clean and that Thayre Provision is well Kooked which will Contribute Much to their health.

NATHAN TYLOR COL

Camp at Providence July 25 1779 Regemental orders That a Subolton officer one Serg one Corp Inspect the Camp of My Regt Tomorrow that they se all the tents struck the straw and ground under the tents sun'd Provided the Wather is fair to se the tents Properly Pitched Again the Parade Clerd of all filth By the Collamon that they Provid proper Volts and order the filth Covred Morning Noone & Night that the Officers of Companys se their Rouls air Called three times a Day Viz Morning Noone and Night that there Be no Firing in Camp Without Orders thair fore.

NATHAN TYLOR COLL.

Julye the 25 1779. Field Officer of the Day tomorrow Coll Jackson the Main Guard to consist of 1 Capt 2 Lieut 3 Sergt 3 Copl 2 d and fifs Privates 45. The West Redoubt Guard 1 Sub. 2 Sergt 2 Corp 2 Drum and fife. Private 30 Bacon Redoubt 1 Sub 1 Sergt 2 Corp 1 Drum or fife 20 Privates Total 1 Capt 4 Sub 6 Sergt 7 Corp 4 Drums and fifes 95 Privates The Main Guard to Be furnished by Coll Jackson Regt the tow Redoubts Guard to Be furnished By Col Tylor Regt of Milita The Agdt General will fix the spot for the Bacon Guard and order the Spot for the Posting Centens the Guard to Paraid Punctley at 8 o'Clock every morning Three Commisend Officers from Col Jackson Regt to Met as a Committy att 3 O'Clock this aftur Noon at Commasarey Weeds Store for the purpose of Examining into the State of a Quantity of Provison in the Store.

Julye 27 1779 The Commanding Officer of Regt and Corps will order their Pay Masters to Make up their R-xpective Regtl Abstracts for the Month of May June and Julye in the Saim Manner And form of With those of the Last Payment when properly overlooked they aire to Be Delevered for Examination to the D^r Pay Master General Who will thair upon Draw the Warrent after which they Are to Be Presented to the General Who Will Sign them in Order For Payment.

July 28 1779 The officers and the soldiers of the New Hampshire Regt Lately arived in Camp aire to Parade Imediatly att the Market house with their Arms and Cutriments and Baggage they Aire to March to Tevertown that flat Bottom Boats will Be Provided att the Bridge to Carey them.

July 31 1779 In order to haif the Accounts of the Commasary General of Military Stors properly settled and Adjustd And to the end that those Who have Demands Upon the Publick May be Payd thair Just Due the General has Requested Mr Joseph Russell Mr Nathaniel Mumfard and Medcalf Bowler to Set as a Commity to Adit the Accompts of that Department All partyes are to Meet att Mr Mumfords Store at 8 A Clock on Monday Morning Next And And the Committee Are Desired to Continue their Seson Until The Bisnes is finished When they will Plese to Report the Whole of thair Proceeding to the Gen. Lieut Coll Money will order the whole of the Detachment of New Hampshire Regt Latly ordered to March att Brake of Day To Morow for Tivertown

July 31 1779 Regimential Orders A Regimential Court Marshal to Set on Monday Morning Next at Nine OClock to try William Wescot A Solder in my Regt And such Other Prisoners As Shall Brought Before them Capt Hovey President the the Adgt to Furnish four Subolton from my Regt for Membors of the Cort and to Se no Solder is to leve Camp to cook or Lodg Nor to Absant with out Leave from the Commanding Officer of his Company and that Not to Exced Twenty four hours And that No Solder Be permitted To hier his tower on Guard Done By Another No Private property Is to Be Plundered or Stole By Any of the Regt from the inhabetents or others on pain of the Severest Punishment the Officers will se Orders Punctually O Bayed as thay will Be Accountabel for the Neglect or Disobediance of Orders in thair Men Occasined By the Innetention of Officers.

Head Qr. Providence August 2d 1779. The Bacon Redoubt Guard is to Be incresed to 1 S. 2 L. 2 C. 1 D. 30 P. Att the Cort house in Providence A General Cort Marshal to Set Next Wensday Morning 10 of Clock to try Such

Prisoners as Shall Be Brought Before them all Evidence And persons to atend the Court Coll Jackson President Col Elliott Lut Coll Cobb Major Bradford Major Perkins Major Flagg Major Lymon And one Capt Col Levingston Regts one Do from Col Webbs one Do from Col Jacksons Regt One from Col Greens Re And one Do from Col Tylors Regt to Set As Members of the Above Court Judge Advocate Capt North to get Lovell to Atend the Court

August Ye 3d 1779. the Issuing Com^m is to order three Days Salt Met One Day Salt fish to the Troups weakly until further Orders

August 2 1779 Att A Regimental Cort Marshal Which Was Ordered this Day Att 9 of Clock for the trial of Such prisoners As Shall Be Brought Before them Capt Hovey president Lut Loring Lt Kimbal Lt Flecher And Lt Weston Members of the Cort Being Duly Formid and Sworn William Wescoat Solder of Lut Corborns Compy Col Tylors Regt was Brought before them for Absenting him Self From Camp With out Leve the Prisoner Pled Gilty and Laid Himself att the Courts Mercey The Above Court waiing the Matter are of oppinion that Sd Prisoner Ought to Receive ten Lashes on his Naked Back The Above Cort is Ajorned to 8 of Clock to Morrow Morning

Camp Providence Augt Ye 2d 1779 I Aprove of the Above Sentance of the Court Marshall and orders the prisoner Wilm Wescot To receive his punishment as with in Menshend att Sunset This Evening att the Whiping Post in Frunt of the Regt
Nathan Tylor Coll

Augt 6th 1779 the Generil is Astonished to Be Cedi- bly informd that A Boat from Brestol Aftour the Moon War up Rowd to this Town from Warrin without Being Haild from Any of Senternil Guard Boats or Any of the posts Between that Place and Providence And Evin when thair Was not Notis By any Senternil of Guard Every Officer And Solder Last Night on Duty on flot and on Shore Must take Shaim to them Selves for the Remisness of thair Duty to prevent the Like in futer And to Wipe of A Stain of so Unmilitary A Dye The Gel Expects the utmost Vigilece And Alartness will Constantly and Emediately Be Observid By every Officer And Soldier in

the Armeey if the Round Pattrol Guard Boats And Senter-nels will Do thair Duty Complaints of the Like kind will Never Be Maid Officer Should Consider thair air but few Worse Crims then to Suffer them Selves to Be surprised Upon thair Posts And the Gel has that Confidence in them that to Beleve that this short reproof Will Be Sur-ficent to Caus Every Benifit Wished from thair Wachful-ness Upon Duty three Comisond officers from Col Jack-sons Regt to met att the Comasarys Store att three O Clock this Afternoon for the purpose of Examining in to A State of A Quantity of flower in Sd Store

Camp att Providence Augt 6th 1779 Regementel Orders The Capt of Commanding officer of Company or part of Company In My Regement are to Make one Mus-ter Roul Delivered you Excepting the Necessary Variation Viz As to Time Place Naims &c And have Sd Rols Com-pleted So as to Muster your Men on Tuesday Next Att four of Clock in the Aftour Noon And the Officers are to Se thair Men upon Paraid with thair Arms Clothing and Themselves Clen as the officers will Be Accountable for thir Neglect of thar Men that thay Consin Any of thair Men in the Western Redoubt Guard house whom they Shall Se or Be properly informed of that Enten the in-clossers of Any of the inhabitents Whair thair aire Either Appels or Any kind of fruit or Any kind of Corn Grain or Sauch with out Leve of the command Officer of thair com-pany And the Oner of the field or Guard And Send in thair Crime in Writing to the officer of the Guard if thay air Charged with Taking Any thing there from Mentioned if Not Charged them With Disobedience of Orders

NATHAN TYLOR COL

Head Qr Augt 8th 1779 In concequence of the Ex-trem Bad Weather Last Night the General Orders one half Gill of rum to Every Man in Comp Cort Marshal of Which Lt Col Ward President held att Est Greenwich 28 ult Benj. Twichell Was tryed and Convcted of Mutany Sentenced to Suffer Death the Ge^l in Concequence of Brig^r Ge^l Starks And field Officers of the 2d Rodisland Regt air Plesd to Pardon the Prissoner Acordingly par-doned And ordered to Return to his Dutey Benj Fowler

of the sd Regt tryed By the Sd Court Marshall And found Gilty of the 5th Artical of the 18 section of the Artical of War is Sectenced to Receive one hundred Lashes on his Naked Back the Ge^l Aprove of the Sentence of And orders it to Be Executed att Such tim and Place as the Commanding Officer of Regt shall Direct

Head Qr providence Augt the 11 1779 George Millon Solder in the 2d Rodisland Regt tryed att A Late Ge^l Court Mashall Whair of Coll Jackson Was president For Mutiny is found Gulty of the Saim and is Sentenced to Suffer Death the Gen^l Aprovs of the Sentence of the Court Marshall and will Order the Saim to Be Excuted on Munday Sennit the Agt General will Acquaint the prisoner with the sentence of the Court that he May prepair for Death

Camp at providence Augt 11th 1779. Regementel Orders Capt Fish is Apinted to the Command of the Company in My Regt From the County of Worcester Until further orders And he is to Be Obeyed Acordingly the Regement to Muster to Morow Morning att 10 of Clock fore noon the officers will se thair Mens Clothing and Arms att Muster The New Guards to turn out on the paraid att half Aftour Seven to morrow morning

NATHAN TYLER COLL

Head Q. Providence Augt 12 1779 In Consequence of the Extrem Bad Weath Last Night And this Morning The Ge^l orders one half gill of Rum to Be isued to every Man in Camp.

Head Qr Providence Augt 17 1779 The Monthly Alternations to be Incerted in the Return of the 20 Instant at the Same time a Return of Clothing Armes and Ammunition Accutremets &c Will be made out and Sent to the Adjt Generals also Together with the Details of the Regementals Returns Extracted from Gen^l Washingtons orders of the 29 of July 1779 by the Establishment of the Army Each Regement is to Consist of Eight Battalion Companys of Light Infantry Consequently the Returns of the Army Should be Conformidable therin to and Altho the Lite Infantry are Drafted According to the Strength of the Regt the Returns are to be Made in the following order Light Infantry Company.

1 Compleat Company	The Regt which have only
Col	Two field officers must
4 Capt	be Drawn up in the follow-
Major	ing order Light Infantry
3 Capt	1 Capt
Company	6 Capt
Lt Col	4 Capt
5 Capt	Lt Col 3 Capt
2 Capt	Major 5 Capt
	2 Capt

When a Regt furnishes part of a Company of Light Infantry that Number is Returned fit for Duty and as many as are wanting to Compleat are to be Inserted in proper Collums for Example if the Regiment furnishes 2 Sargt 1 d & f and 38 Rank and File Wanting to Compleat by wich Means the Light Infantry is always to be Kept Compleat is Returned fit for Duty: When a Regiment furnishes no Light Infantry all that is Light Infantry officers that Remains in the Battallion must be placed in the Companys wich wants Officers and be Return with them and the full Compliment wanting to Compleat The field and Regemental Staff officers Should be Returned in their Respective Collums opposit to the Company the other Staff officers as B Majors Adecamps Bri^e Quartemt &c With the Regimental Staff are to be Inserted at the Bottom Of the Regimental Returns of the Staff amongst the officers Casul-ters

Head Quarters Providence Augt 19 1779 At a Regimental Court Martial Where of Capt Fish Was President Was Tryed Jeames Hamilton for Stealing and absenting him Self With out Leave the prisoner being Brought before the Court Pleads Guilty the Court upon Due Consideration Sentenced him to Receive Forty five Lashes on his Naked Back and Monthly Stopage is to be Made by the Pay Master out of his Wages to be paide to Capt Hovey To the amount of four Pounds Ten Shillings for the Expençe of taking the Prisoner

Head Quarters August 20th 1779 When Vegetables can be Provided the Commissaryes to Issue half a peck

of unions potatoes Beets or Carrots pr Week to Each man in lue of three pints of pease or beans Twelve bushel and half of Either of the Vegetables above mentioned is an aduquant allowance for one hundred men pr week and so in proportion for a greater or lessor Number George Million Soldier of Coll Agells Regt now under Sentence of Death for mutiny is in Consequence of His humble petition respited from Execution for one week from Monday Next

Providence August 23d 1779 Regemental Orders that a Regemental Court Martial be a Mediatly formed To try Such Prisoners as Shall be brought be fore them
 ENOCH PUTNAM LT COLL^o

After Regemental orders for August 23d 1779 for Col Tylers Regt and for the four weeks Malitia under the Command of Coll Putnam Commanding officers of Companies are desired to see that their mens Armes and Accoutriments are Cleand and put in the best order for Immediate Action and that their orderly Sergt bring no Men on parade in future with dirty Armes Every non Comissioned officer and Soldiers is to furnish him Self Imediatly with an oyl rag in his Cartridge box for neglect of this order officers Comd^s Companies will be Answerable the Col is Supprised to se Sentinals Setting down on their post and others with their Armes ordered Every Comissioned and None Commissioned officer Either on Guard Riding or walking with in the Suburbs of the Camp is to pay Pecular attention to all Sentinals that they Salute officers properly and are Alert on their Posts The Col with astonishment has had repeated Complaints of Soldiers Robing and Abusing Marketters also of Robing Oarchards he is determined to Punish all Such Offenders with the Greatest Severity. The Col Expects the utmost Vigilence and Alertness will Constantly and Imediatly be observed by Every officer and Soldier and by their Solderlike Behavoryor and Good Conduck make it appear to the Inhabitants of this State that they are Came to defend and not to Plunder them all officers Commanding guards are to Send in their Reports of Guards to the officer of the Day by Seven o Clock in the Morning that no officer nor

Soldier may plead Ignorance of these orders they are to be read Twice a Day for two Days likewise at the head of Col Tylors Regt and the four Weeks Militia at Evening and Morning Rool Call

Head Quarters Providence August 24d 1779 The Fatigue to Get their Brakfast be fore they Parade and to March from thence at seven o Clock to their work From thence they are not to be Dismist till 11 o Clock and not to Go to Work for the afternoon till two o Clock and to be Dismist at Sun Set

Head Quarters Providence August 25 1779 A Return of all the ordinance & Military Stores to be Delivered to D A General Coll Peck on Saturday morning 10 o Clock A Return of Armes Now in Store Distinguishing those that cannot be Repaired at this Armours to be Delivered to D A Genl To Morrow in the fore noon Advertisement Lost the 21th Instant a Number of Continetal Bills to the Amount of about 200 Dollars With a Number of Papers Contained in half Sheets of Papers Who Ever has found the Same and Will Return it to the Subscriber Shall Be handsomly Rewarded

SAMUEL ADAMS S G HOSPITAL

Head Quarters Providence August 29th 1779 George Milleman A Soldier in Colo Angels Regt Tryed at a Late General Court Martial and Sentenced to Suffer Death Respeted from Execution until Monday 13th of September The Commissary having Represented that their are Extrodinany Quantity of Rum Issued at Some of the out Posts To Regulate the Allowence in future the General orders one half Jill to be Isued at Day Brake In Very wet weather one half Jill is to be Isued in the Evening at the Discession of the Commanding officer Col Barton Detached Corps of Light Infantry When on Command Down on the Bay Acordingly to Draw Provisions at any of the out Posts When the Col^o is in Want of Provisions he will Apply to the officers Commanding the Poasts if that officer is Superior to Col^o Barton the Commisiary will Recive the Commanding officers orders to Supply Col^o Bartons Returns Signed to the Commisarys is Sufficient

Camp at Providence August ye 30th 1779 Regemen-

tal orders the Commanding Officer of Each Company in my Regt and of the four Weeks Militia in this Camp are to Make up Muster Rools of their Respective Companies for the Completion By Thursday Night next except the Remarks: Sd Rolls to be maid Agreeable To the forms of the other Rolls made For Mustering s^d Regt the officer Will Se their Men and Armes are Clean When they appear on the Parrade for Muster Which is to be on Friday Next It is With reluctance in Respect orders but observing the Guards Stroling Contary to orders I once more Strickly for Bid the men being premitted to Leave the Guards to Strole to their Tents on any Pretence What Ever their Mess Mates are to Carrie their Provisions to them

NATHAN TYLER COLL

Head Quarters Sept 3d 1779 To prevent any Mistake in Regard to the future Isuing of Rum the Commanding officers at the out Posts are Strickly to a Bide by the order of the 29th of August Last and Make their Returns to the Isuing Commisaryes accordingly as the Troops at Providence from Their Distance from the Enemy are not Necessiated to be under Armes before Day: Guards and Fatigue Parties only are to Receive one half jill of Rum Daily in Wet weather or other Extrodinary occations the General Will order one half Jill of Rum to the Troops off Duty at Providence

Camp at Providence Sept 3d 1779 At a Regimental Court Martial held for the Trial of Such Prisoners as Shall be brought before them by order of Coll Tyler Capt Sparrow President The Court being formed and Sworne was Tried Joseph Laffin of Capt Fishes Compt. for Disobedience of orders and Neglect of Duty The Prisoner Pled not Guilty Evidence being Sworn and Examined the Court are of oppinion that the Prisoner Be Repremanded at the head of the Regt: by the Commander of the Regiment; Capt Edward Sparrow President the Coll Aproves the Sentence of the Court and orders it Executed at Roll Call

Head Quarters Sept 4th 1779 Major General Stuben Inspector General of the Armies of the United States will

reviue Coll Sherburnes Regiment to Morrow morning at ten o Clock & Coll Webbs Regiment to morrow at 1 o Clock P M The Barron will then Proceed by water to Grenwich and on monday morning at ten o Clock will Review Col Greens Regement & Col Angels at Hunts Tavern on the Rhode between Greenwich and North Kingston at wich Place the Regiment will be Paraded percisely at the time Above Mentioned the Commanding Officer of Each Regement will have a Return of their Regements and Commanding officer of Each Company will have a return of his Company to Present to the Barron at the Time of Inspection

Camp Providence Sept 4th 1779 Regemental orders for Col Tylors Regiment Lieutenant Thomas Covell is to du Duty in Capt Howells Company in Said Regement until further orders and is to be obayed accordingly

Head Qr Providence Sept 7 1779 Major William Bradford of Coll Sherburnes Regment is Apinted Brigad Major and inspector to Brigad General Starks Brigad he is To Be Respected accordingly the Commanding officers of the Severel Regt in General Starks Brigad will Make thair Returns immediatly to the Ge^l And Not to head Quarters as Usel

Head Qr Sept 11th 1779 George Milleman Solder in Coll Angels Regt Tryed att A Generel cort Martial for mutynay And Sentened to Suffer Death is further Respited from Exceution until Monday the 27 of this Instant Sept

H Quarters Sept 12th 1779 Col Tylors Regt And The four Weaks Militia Are to turn out To Morrow Morning one our Before Day Light with thair arms and Accotraments thair Packs Done up Net in thair Tents Ready to March att the Shortis Notis

(To be continued.)

THE BUTTON FAMILY OF HAVERHILL.

COMPILED BY DAVID W. HOYT.

1. **Matthias¹ Button**, of Boston, Ipswich, and Haverhill; m. 1st, before 1633, LETTUCE [or LETTYSSE] —; 2d, before Nov., 1639, JOANE —, [widow of JOHN THORNTON, of Ipswich];* 3d, before 1654, TEAGLE † —, who d. Feb. 4, 1662-3 [Hv.]; 4th, June 9, 1663 [Hv.], ELIZABETH² WHEELER (*John¹*, of Newbury) [widow of THOMAS¹ DUSTON]. He was of Boston as early as 1633; ‡ of Ipswich as early as 1639, where he was a commoner in 1641; removed to Haverhill as early as 1650. Matthias and wife Lettuce were admitted to the Boston church, Jan. 26, 1633. He d. Aug. 13, 1672 [Hv.]; inventory of estate, April 14, 1674. Wid. Elizabeth, d. July 16, 1690 [Hv.].

Children :

2. **MARY²**, b. —; bp. Feb. 23, 1633-4 [Boston]; m. Dec. 6, 1652 [Hv.], EDWARD YEOMANS. § Births of six children on Hv.

* At Ipswich is recorded, Nov. 16, 1639, the sale of land and house which fell into the hands of Matthias Button by marriage of Joane, late wife of John Thonton, his wife Joane consenting to the sale.

In 1659, Matthias Button sued John Godfrey for "the firing of his chimney, which caused the burning of my house and the death of my wife." His third wife, Teagle, was then living, hence it must have been either Joane or Lettuce whose death was caused, more than five years, perhaps ten years, before 1659.

† Spelled also Tegell and Tegle.

‡ Drake's Boston gives him as one of those who "are known to have been in Salem and about the north side of Massachusetts Bay, before and in the year 1629; consequently before the settlement of Boston." The "Outline Sketch of the Earliest Descendants of Matthias Button," by A. Button, Grand Rapids, Michigan, 1889, states that he came with Gov. Endicott, and settled in Salem, Sept. 6, 1628; that he removed to Haverhill in 1646. [We find his name at Ipswich in 1648.] Chase's Haverhill gives the same items on the authority of Rev. Thomas Cobbett, and states that Matthias Button was "a Dutchman," that he lived in four different parts of Haverhill, and that his *thatched* house was burnt in 1671.

§ Wyman states that an Edward Yeomans, with wife Susanna, was in Charlestown in 1650, and the house where he lived was sold in 1653. An Edward Yeomans m. June 12, 1652 [Boston], Elizabeth Joslin; son *Edward*, b. May 6, 1657 [Boston]; wid. Elizabeth m. May 9, 1662 [Boston], Edward Kilby. The Edward of Boston was evidently a different person from the one of Haverhill; but which one was of Charlestown does not appear. Both were apparently of about the same age, b. about 1630.

- records, 1653-4 to 1663-4 ; a dau. d. Apr., 1667. Button states that this family removed to Plainfield, Conn.
3. DANIEL², b. —, [by first wife] ; bp. Feb. 22, 1634-5 [Boston] ; probably d. young.
 4. SARAH², b. —; m. Jan. 6, 1673 [Hv.], JAMES KINGSBERY. Births of six children on Hv. records, 1675-90.
 5. HANNAH², b. May 11, 1652 [Hv.] ; [probably by 3d wife.]
 6. DANIEL², b. April 10, 1654 [Hv.], [by 3d wife] ;* killed at Bloody Brook, Sept. 18, 1675 ; inventory estate Sept. 25, 1677. "His brother Kinsbury" is mentioned.
 7. ABIGAIL², b. June 16, 1656 [Hv.].
 8. MATTHIAS², b. March 17, 1657-8 [Hv.] ; m. Nov. 24, 1686 [Amesb. and Hv.], MARY NEFF of Hv. Children: *Daniel*,³ b. Sept. 20, 1687 [Hv.] ; *Matthias*,³ b. Nov. 22, 1689 [Hv.]. Button states that the family removed to Plainfield, Conn., and that Matthias² d. there in 1725. A lot was drawn in Haverhill, on Matthias Button's right as commoner, as late as 1721.
 9. PETER,² b. July 17, 1660 [Hv.]. Button states that he m. about 1689, MARY LAMPHERE (*George*, of Westerly), and had children b. at Westerly, R. I., or Stonington, Conn.
 10. PATIENCE,² b. June 1, 1662 [Hv.], [by 3d wife] ; d. Oct. 30, 1662 [Hv.].
 11. [MARY,² b. about 1664, by 4th wife ?] †

*Recorded as son of Teagle. The mother of Hannah is not named. The birth of Sarah is not recorded, but the probate records prove that she was the daughter of Matthias and either Teagle the third wife or Joane the second wife.

†The Wheeler will, 1668, mentions grandchildren Thomas and Elizabeth, and Mary (Button?), children of his daughter Elizabeth Button. As the writer of the "Earliest Descendants of Matthias Button" was apparently unaware of the fact that Elizabeth Wheeler's first husband was Thomas Duston, the Wheeler will led to two erroneous inferences : first, that Matthias Button had a daughter Elizabeth who m. John Kingsbury and Peter Green ; and, second, that his daughter Hannah m. Thomas Duston. The wife of John Kingsbery and Peter Green was Elizabeth *Duston* ; and the wife of Thomas Duston was Hannah *Emerson*.

If the will is correctly interpreted, as given above, Matthias Button must have had two daughters named Mary, one by the first wife and one by the fourth, both perhaps living in 1668, one of them about thirty years older than the other. Such plication of names is occasionally found on old records.

The probate records seem to show that Daniel's estate was divided, about 1677, among four "children of Matthias Button" ; if so, either Hannah, Abigail, and the second Mary d. young, or all the children did not share in the division of the estate. So far as the records show, there may have been five own brothers and sisters, and two half-sisters, of Daniel, living in 1677.

THE DUSTON FAMILY OF HAVERHILL.

COMPILED BY DAVID W. HOYT.

1. **Thomas¹ Duston**,* of Dover, Kittery and Portsmouth, b. about 1606 ; m. **ELIZABETH² WHEELER** (*John¹ of Newbury*†). He was of Dover in 1640 ; of Kittery 1650-4, and constable there in 1652 ; of Portsmouth, 1660. He d. before March, 1662. Wid. Elizabeth m. June 9, 1663 [Hv.], **MATTHIAS¹ BUTTON** of Haverhill‡. She d. July 16, 1690 [Hv.]. Adm. estate of Thomas¹ of Kittery was granted to his son Thomas of Haverhill, June 8, 1703.

Children :

2. **THOMAS²**, b. — ; m. Dec. 3, 1677, **HANNAH² EMERSON**.+
3. **ELIZABETH²**, b. — ; m. 1st, before 1664, **JOHN KINGSBERRY**, who d. Jan. 23, 1670 [Hv.]; 2d, Dec. 11, 1672 [Hv.], **PETER GREEN**. One child by 1st husband, b. 1664; three by 2d husband, b. 1673-7, Hv. records. Elizabeth Button deeded land to son-in-law Peter Green, Dec., 1673; two Kingsberry witnesses.

2 **Thomas² Duston** (*Thomas¹*) of Haverhill, b. — ; m. Dec. 3, 1677 [Hv.], **HANNAH² EMERSON** (*Michael¹*), the heroine of the "Dustin massacre," in 1697. He was of Haverhill as early as 1676, when he was sent to Marlboro as a soldier from Hv. Will April 15, 1724; Nov. 27, 1732. Will of wid. Hannah Sept. 19, 1733; March 6, 1737-8. Children :

*Also written Dustin, Dusten, Durston and Dunston.

†The Wheeler will, 1668, mentions his daughter Elizabeth Button and grandchildren, as given under Button family (see previous page).

‡A deposition of two women, found on the probate records of New Hampshire, dated 1678, states that Elizabeth Duston once said that the house of her first husband, Thomas Dustin, was burned, so that they had to mortgage and afterwards sell house and land to obtain necessities. The deposition also mentions her second husband, Button, and her son, Thomas Duston.

4. HANNAH², b. Aug. 22, 1678 [Hv.]; m. ——— CHENEY*; living in 1733.
5. ELIZABETH³, b. May 7, 1680 [Hv.]; m. Dec. 27, 1698 [Hv.], STEPHEN² EMERSON (*Robert*¹); 14 children on Hv. records, b. 1699-1723. She d. Jan. 4, 1746 [Hv.]. He d. April 20, 1758 [Hv.].
6. MARY³, b. Nov. 4, 1681 [Hv.]; d. Oct. 18, 1696 [Hv.].
7. THOMAS³, b. Jan. 5, 1683 [Hv.]; m. MARY INGALS.+
8. NATHANIEL³, b. May 16, 1685 [Hv.]; m. 1st, MARY AYER; 2d, June 8, 1726, LYDIA BOND.+
9. JOHN³, b. Feb. 2, 1686 [Hv.]; d. Jan. 28, 1689-90 [Hv.].
10. SARAH³, b. July 4, 1688 [Hv.]; m. March 10, 1708-9 [Hv.], JOHN WATTS. 11 children on Hv. records, b. 1709-10 to 1730-1; living in 1733.†
11. ABIGAIL³, b. Oct., 1690 [Hv.]; m. before 1716, SAMUEL WATTS, 6 children on Hv. records, b. 1716 to 1726-7. She d. May 5, 1727.† [Hv.]
12. JONATHAN³, b. Jan. 15, 1691-2 [Hv.]; m. 1st, ELIZABETH WATTS; 2d, Feb. 20, 1732-3, SARAH PATTEE.+
13. TIMOTHY³, b. Sept. 14, 1694 [Hv.]; m. Nov. 7, 1718, SARAH JOHNSON.+
14. MEHITABLE³, b. Sept. 14, 1694 [twin, Hv.]; d. Dec. 16, 1694 [Hv.].
15. MARTHA³, b. March 9, 1696-7 [Hv.]; killed by the Indians when her mother was taken captive, March 15, 1696-7 [Hv.].
16. LYDIA³, b. Oct. 4, 1698 [Hv.]; m. Nov. 15, 1721 [Hv.], JOHN SANDERS, JR.; 14 children on Hv. records, b. 1722-3 to 1743.

7 Thomas³ Duston (*Thomas², Thomas¹*), of Haverhill, b. 1683; m. about 1718, MARY INGALS, who d. Oct. 29 [or 9], 1732 [Hv.]. He was Thomas, Jr. 1704-32. Will Sept. 12, 1755; March 31, 1767; no wife mentioned. He d. Feb. 24, 1767 [Hv.].

Children :

17. ABIGAIL⁴, b. Dec. 14, 1718 [Hv.]; m. Oct. 25, 1739 [Hv.], JONATHAN WEBSTER. 12 children on Hv. records, b. 1739-40 to 1762.

*A Thomas Cheney m. May 17, 1726 [Hv.] Hannah Stevens; 5 children on the Hv. records, b. 1728-9 to 1737-8, one of them named *Duston*; perhaps grand-children of 4 Hannah³, who would have been sixty years of age when the youngest was born. Hannah Stevens was probably the daughter of John² Jr. and Mary⁴ (Bartlett), b. March 16, 1704-5 [Hv.].

†In their mother's will, 1733, both Sarah and Abigail are named "Watts alias Messer."

18. THOMAS⁴, b. Dec. 23, 1720 [Hv.]; m. Oct. 23, 1746 [Hv.] ABIAH GUILD. He was JR. 1741-67; dead in 1772, leaving children: *Mary*⁵, *Stephen*⁵, *Ebenezer*⁵, *Amos*⁵, and *Abiah*⁵. *Thomas*⁵, son of Thomas, Jr. bp. Nov. 6, 1748 [Hv.].
19. OBADIAH⁴, b. March 17, 1723-4 [Hv.]; living in 1755; dead in 1773, leaving sons: *Obadiah*⁵, *David*⁵, and *Simeon*⁵.
20. CALEB⁴, b. Aug. 28, 1726 [Hv.]. Caleb, of Salem, N. H., m. May 24, 1758 [Hv.], PHEBE MARBLE; living in 1773.
21. JOSHUA⁴, b. Jan. 8, 1728-9 [Hv.]; m. Nov. 8, 1764 [Hv.], RACHEL JACKMAN; residence Haverhill. He d. Aug. 5, 1771 [Hv.]. Wid. Rachel appointed adm. estate, Aug. 30, 1771. 4 children on Hv. records, b. 1765-70; all living in 1789.
22. STEPHEN⁴, b July 18, 1732 [Hv.]; d. Aug. 24, 1750 [Hv.].

8. Nathaniel³ Duston (*Thomas*², *Thomas*¹), of Haverhill, b. 1685; m. 1st, before 1712, MARY AYER, who d. April 17, 1725 [Hv.]; 2d, June 8, 1726 [Hv.], LYDIA³ BOND (*Joseph*², *John*¹). He was Sen. 1740-56.

Children :

23. MARY⁴, b. Feb. 8, 1711-2 [Hv.]; prob. m. June 14, 1733 [Hv.], JETHRO CLOUGH; 3 children, b. 1734-5 to 1741-2, on Hv. records.
24. JOHN⁴, b. July 3, 1714 [Hv.]; m. April 4, 1738 [Bx.], MARCY MORSE of Boxford; 3 children on Hv. records, b. 1739-1742.*
25. TIMOTHY⁴, b. Dec. 20, 1716 [Hv.].
26. THOMAS⁴, b. Dec. 20, 1716 [Hv.] [twin]; d. Feb. 25, 1716-17 [Hv.].
27. NATHANIEL⁴, b. Feb. 25, 1718-9 [Hv.] [by 1st wife]. m. 1st, April 28, 1742 [Hv.], TRIPHENA HASELTINE, who d. Jan. 3, 1759 [Hv.]; 2d, Nov. 22, 1759 [Hv.], SARAH GAGE. Will Jan. 6, March 22, 1762. 7 chil. by 1st wife, 1 by 2d wife, on Hv. records, b. 1743-60. He was jr. 1740-1756; d. Feb. 17, 1762 [Hv.].
28. LYDIA⁴, b. Sept. 22, 1728 [Hv.] [by 2d wife]; prob. m. Oct. 13, 1748 [Hv.], JAMES KIMBALL of Bradford.

12. Jonathan³ Duston (*Thomas*², *Thomas*¹), of Haverhill, b. 1692; m. 1st, before 1715, ELIZABETH WATTS; 2d, Feb. 20, 1732-3 [Hv.], SARAH PATTEE. He was apparently living in 1757, when his son was jr. on the records of births of his children.

Children :

*The baptism of 4 children of John Dustin, 1745-48, appears on the Hv. vital records; but whether of 24 John⁴ or 37 John⁴ does not appear.

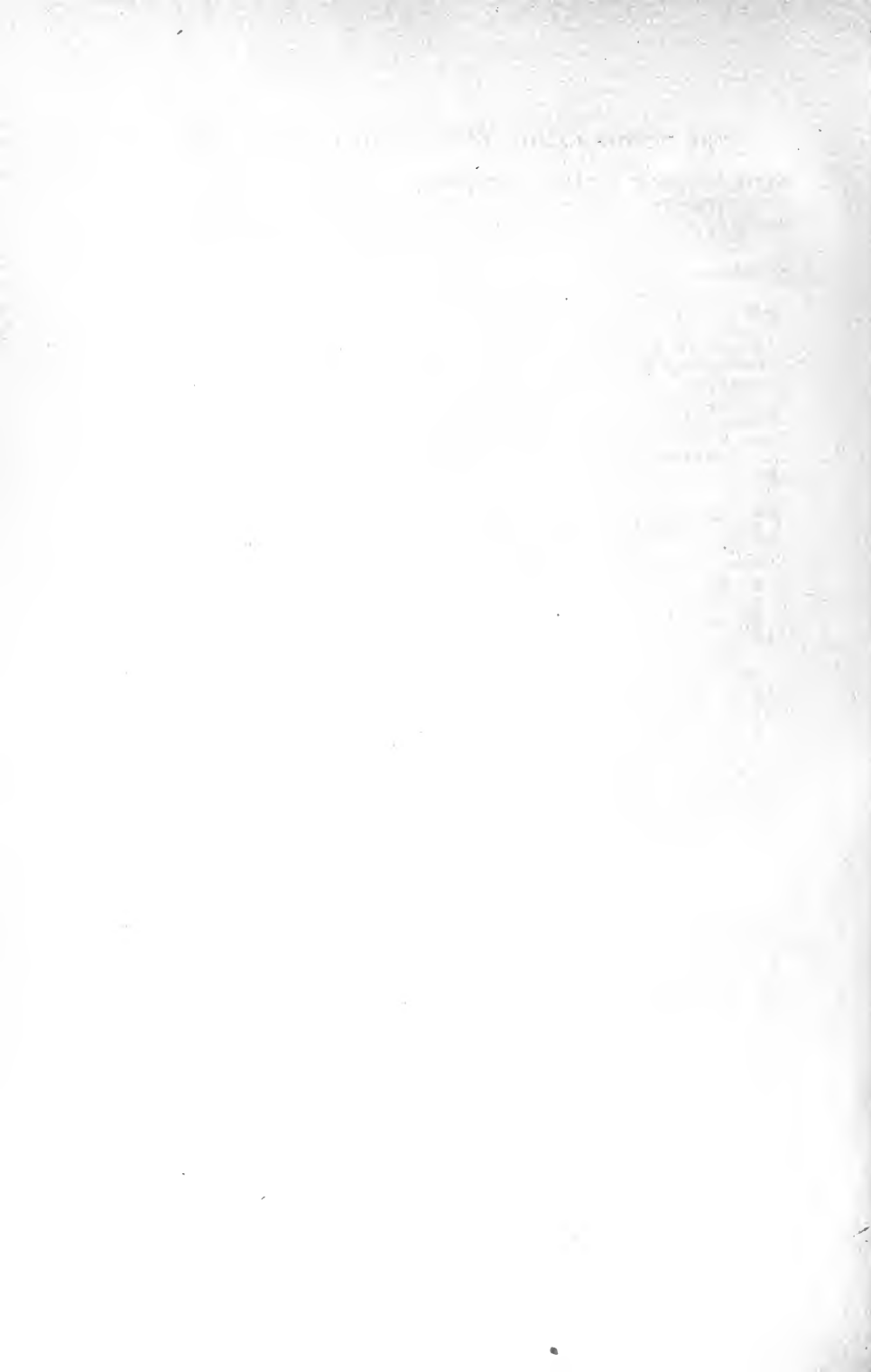
THE DUSTON FAMILY OF HAVERHILL, MASS. 353

29. MEHITABLE⁴, b. Aug. 8, 1715 [Hv.]; prob. m. Feb. 24, 1736-7 [Hv.], JONATHAN MARSH.
30. HANNAH⁴, b. May 8, 1717 [Hv.]; prob. m. Feb. 19, 1734-5 [Hv.], JOSHUA PAGE.
31. JONATHAN⁴, b. July 4, 1719 [Hv.]; m. 1st, Feb. 17, 1746-7 [Hv.], SUSANNA FARNOM, who d. Aug. 22, 1757 [Hv.]; 2d, March 15, 1759 [Hv.], RUTH PERRY. Six children by 1st wife, b. 1747-57, and 8 by 2d wife, b. 1760-76. He was Jr. 1740-57, and perhaps later.
32. DAVID⁴, b. Jan. 30, 1721 [Hv.]; m. March 22, 1743-4 [Hv.], ELIZABETH MORRILL. 4 children on Hv. town and church records, b. 1745-53, the oldest b. in Newbury.
33. ELIZABETH⁴, b. June 11, 1724 [Hv.] [by 1st wife].
34. WALKER EZEKIEL⁴, b. March 8, 1734 [Hv.] [by 2d wife].

13. Timothy³ Duston (*Thomas² Thomas¹*), of Haverhill, born 1694; m. Nov. 7, 1718 [Bd.], SARAH JOHNSON, who died July 20, 1735 [Hv.]. Adm. of his estate granted son Samuel, March 20, 1741-2; estate divided, 1743.

Children :

35. SAMUEL⁴, Dr., b. Feb. 10, 1719-20 [Hv.]; m. ab. 1743, RUTH —; a physician; living in 1748. No children on Hv. records.
36. PAUL⁴; b. Sept. 24, 1721 [Hv.]; living in 1743; no children on Hv. records.
37. JOHN⁴, b. March 31, 1724 [Hv.]; d. July 8, 1797 [Hv.]. See 24 John⁴.
38. LYDIA⁴, b. Sept. 11, 1726 [Hv.]; m. March 20, 1745-6 [Hv.], ITHAMAR³ EMERSON (*Stephen², Robert¹*). He was appointed guardian of (40) James⁴, July, 1748. No children on Hv. records.
39. SARAH⁴, b. Feb. 23, 1728-9 [Hv.]; m. Jan. 30, 1745-6 [Hv.], EDMUND MOOERS, or MORES. One child on Haverhill record, b. 1749.
40. JAMES⁴, b. June 28, 1734 [Hv.]; living in 1748.



INDEX.

- A**bbott, Abbot, —, 303.
 James, 303.
 Mary, 311.
 Sally, 303.
 Thomas, 330.
 Abigal (ship), 71.
 Acasta (frigate), 153, 154(2).
 Acasta (ship), 75-78, 157, 265, 271, 324.
 Active (ship), 72.
 Actress (privateer), 72.
 Adams, —, 290.
 A., 152.
 Abraham, 289.
 Barzilla, 319.
 Capt. Benjamin, 289.
 Benjamin P., 38.
 Eliza Raymond, 60.
 Enoch, 204, 295.
 Isaac, 194, 195, 204, 298.
 Capt. John, 84(2).
 Joseph, 184.
 M., 163.
 Molly, 294.
 Moses, 161, 193.
 O., 158.
 Samuel, 193 (2), 345.
 Samuel, jr., 206.
 Susie, 294.
 William, 294.
 Aden, Thomas, 94.
 Adeline (brig), 72.
 Adventure (schr.), 72.
 Adventure (sloop), 330.
 Aeolus (brig), 72.
 Aeolus (ship), 324.
 Africa (ship), 75, 157 (2).
 Agnes (ship), 72.
 Agors, —, 210.
 Augustus, —, 262.
 Alban (ship), 77, 258.
 Albany (ship of war), 69.
 Albion (brig), 72.
 Albion (ship), 78, 150, 155, 157(2).
 Alden, John, 271.
 Alert (sloop), 72.
 Alexander (ship), 72.
 Alfred (privateer), 72.
 Alianza (ship), 72.
 Alicia (brig), 73.
 Allen, —, 15, 16.
 Ambrose, 315.
 Ezekiel, 150.
 George, 279.
 John, 15, 16.
 Joseph H., 257.
 Samuel, 92, 126.
 Thomas, 278.
 Allen & Marlar, 279 (2).
 Alley, Charles L., 67.
 Evelina, 67.
 John, 67.
 John, jr., 67.
 John Lewis, 67.
 Alligator (sloop), 73.
 Allison, J. B., 74.
 Almy, Christopher, 83, 84.
 Jacob, 263.
 Alson, J., 79.
 Altberg, E., 72.
 Altham, T., 153.
 Amazon (ship), 73.
 Ambition (brig), 73.
 Ambition (sloop), 73.
 Amelia (sloop), 73(2).
 Ames, Rev. Nathan, 297.
 Amyol, Peter & Co., 327.
 Amherst, General, 219.
 Andego (sloop), 185.
 Anderson, —, 75.
 Andover, Mass., 27.
 Andrew, Gov. John A., 98.
 Andrews, —, 179.
 Elizabeth, 182.
 George, 204.
 J., 80.
 Mary, 231.
 Nathaniel, 195.
 Nicholas, 181, 182 (2), 310.
 Richard, 82, 89.
 Angell, Col., 344(2), 345, 347(2).
 Anita (brig), 73.
 Ann (brig), 73(3).
 Ann (schr.), 74.
 Ann (sloop), 74, 127.
 Anna (brig), 74.
 Annaconda (brig), 74.
 Annapolis, Md., 98.
 Anne (sloop), 91.
 Anson (schr.), 74.
 Antelope (schr.), 74.
 Anthony, Abigail (Eddy), 59.
 Betsey Eddy, 59(2).
 Richard, 59.
 Apollo (ship), 74.
 Appollo (sloop), 74.
 Appollo (snow), 277.
 Arab (schr.), 74.
 Arab (ship), 259, 269.
 Archard, Samuel, 7.
 Archer, Elizabeth, 139.
 George, 139.
 John Woodwell, 139(2).
 Mary, 139.
 Nathaniel, 139.
 Samuel, 139(2).
 Col. Samuel, 3d, 139.
 Samuel, jr., 139.
 Samuel H., 139.
 William, 139.
 Arenos, Frederica, 261.
 Argo (brig), 74.

- Argus (privateer), 75.
 Aristomenus (ship), 75.
 Arlington, 113.
 Armide (ship), 158,
 266, 270(2).
 Armistice (schr.), 75
 (2).
 Armstrong, Lieut.
 James, 132.
 Arrington, Almira, 59.
 Samuel, 59.
 Ashton, Elizabeth,
 311.
 Samuel, 311.
 Sarah, 244.
 Asia (ship), 78.
 Asken, James, 158.
 Askew, J., 269.
 Atalanta (ship), 80,
 267, 322.
 Atkin, T., 157.
 Atkinson, Joanna
 Cook, 141.
 John, 141(2).
 Michael, 141.
 Sarah Mirick, 141.
 Atlanta, Ga., 107.
 Atlantic (brig), 75.
 Atlas (schr.), 75.
 Atwood, —, 290.
 Aaron, 161, 166, 168,
 173, 203(2).
 D., 304.
 Daniel, 304.
 Jesse, 205.
 John, 290.
 John, jr., 294.
 Joshua, 290.
 Moses, 304.
 Samuel, 290.
 Aurora (schr.), 75.
 Averill, Mrs. Martha
 J., 209.
 Avery, —, 272.
 Ayer, Mary, 351, 352.
 Ayton, W., 258.
- B**abbidge, Benjamin,
 138(2), 139.
 Charles, 139(2).
 Elizabeth, 138, 139.
 John, 139 (2).
 Capt. John, 138.
 John Phippen, 138.
 Lydia, 139.
 Mary, 139.
 Mary Adelaide, 138.
- Babbidge, Nancy, 139.
 Sarah, 139.
 Susanna, 139.
 Susanna Archer,
 139.
 William, 139.
 Babson, Philip, 92.
 Bacchante (ship), 260
 321.
 Bacon, J., 291.
 Josiah, 291.
 Samuel, 291, 327(2),
 329(3), 330.
 Badger, William J.,
 54.
 Bagley, Bagly, Col.,
 209, 218.
 Jonathan, 116.
 Col. Jonathan, 133.
 Bagnell, Samuel, 275.
 Bailey, Bayley, Bay-
 ly, —, 167.
 Abner, 202.
 Wid. Elizabeth, 298.
 Job, 298.
 John, 57(2), 119.
 Jonathan, 95, 298
 (3).
 Capt. Jonathan, sr.,
 297.
 Jonathan, jr., 298.
 Joseph, 177, 298(2).
 Dea. Joseph, 298.
 Capt. Joshua, 134.
 Mary, 57, 300.
 Nathaniel, 198.
 Richard, 298.
 Dea. Richard, 298
 (2).
 Elder Richard, 298.
 Robert, 23.
 Samuel, 161(2).
 William, 297(2).
 Bainbridge (ship), 75.
 Baker, Capt., 63, 329.
 Cornelius, 298.
 G. B., 79.
 Lucretia, 142.
 Robert, 142.
 William, 284(2), 285
 (2), 286(2), 327,
 332(2).
 Balch, —, 167, 173,
 204.
 Mrs., 301.
 Rev., 289.
- Balch, Benjamin, 198
 (2), 300, 302(2).
 Jonathan, 205(2),
 208(2), 297.
 Leonard, 293.
 Nathaniel, 204, 205.
 Phineas, 300.
 Samuel, 204.
 T. H., 167.
 W. H., 301.
 W. S., 201.
 William, 161, 164,
 167(2), 170, 172,
 173, 208, 289(2).
 Dea. William, 205.
 Rev. William, 204.
 William H., 300, 302
 (2).
 William S., 164, 172,
 302.
 Capt. William S.,
 165.
- Baltic (ship), 75.
 Balston, Isaac, 324.
 Bancroft, H., 155.
 Banister, William B.,
 23.
 Banks, Bankes, James
 A., 198.
 Joseph, 169, 206(2),
 296(2).
 Mrs. Lydia, 4.
 William, 296.
 Barber, Benjamin, 156.
 Thomas, 181.
 William, 181.
 Barker, Elizabeth, 13.
 Capt. George, jr., 63.
 Gideon, 298.
 Joseph, 303.
 Samuel F., 173.
 Thomas, 182.
 Barnard, Jonathan, 95,
 116.
 Barnes, A., 824.
 W., 152.
 Barnet, J., 72.
 Barney, J. T., 77.
 Barrossa (ship), 259,
 267.
 Barstow, James, 259.
 Bartholomew, Henry,
 5.
 William, 241(3).
 Bartlett, Bartlet, —,
 12, 264.
 Elizabeth, 56.

- Bartlett, Jane, 119.
 John, 182, 246(4).
 Jonathan, 182(2).
 Mary, 182(2), 351.
 Nathaniel, 118(2).
 Nicholas, 182(3).
 Robert, 10, 12, 14, 179.
 Capt. Robert, 12, 180(2).
 Lt. Robert, 14.
 Sarah, 56.
 W., 73.
 William, 56, 182(2), 299, 301.
 Bartoll, Christian, 308.
 John, 12, 307, 308.
 Mary, 12.
 Parnall, 12.
 Thomas, 308.
 William, 12.
 William, jr., 12.
 Barton, Col., 336, 345 (3).
 John, 119(2).
 Samuel & Co., 116.
 Bassett, Daniel, 256(2).
 John, 246.
 John, jr., 246(2).
 Bastone, John, 92.
 Batchelder, —, 55.
 George, 82.
 Bates, General, 112.
 B., 260.
 Charles H., 98.
 M., 268.
 Batter, Edmund, 2.
 Baxter, Isaac, 69.
 Bayard, Samuel, jr., 67.
 Bazin, Thomas, 185.
 Beadle, John, 82.
 Beale, Beal, —, 11.
 Martha, 11.
 Mercy, 136.
 William, sr., 11(2).
 Bean, John, 197, 296.
 R. O., 155.
 Bears, R., 76.
 Beaufew, Francis, 156.
 Beaufort, 98.
 Beaver (schr.), 328.
 Becket, Sarah, 139.
 Bee (schr.), 76(3).
 Belfast (schr.), 76.
 Belle (schr.), 76.
 Bellisle (brig), 76.
 Belvidera (frigate), 160.
 Belvidera (ship), 75, 78, 156, 260, 261(2), 265, 267, 268(2), 321(2).
 Benjamin (schooner), 90, 274, 275.
 Benjamin Franklin (ship), 76.
 Bennet, Bennett, Charles, 95.
 W. H., 77.
 Benson, Joseph, 197.
 Berg, C. C., 262.
 Johan Magnus, 158.
 Just Nelson, 264.
 Bernard, —, 327.
 Bertoddy, Charles, 265.
 Besento, Francis, 328.
 Bessom, Besom, P., 72.
 Capt. Philip, 62.
 Betsy (schr.), 77.
 Betsy (ship), 77.
 Betsy (sloop), 76(4), 77(3).
 Betsy & Jane (schr.), 77.
 Bickford, Pinson, 273.
 Bingham, John, 220.
 Bird (schr.), 77.
 Bishop, Townsen, 2.
 Black, Mr., 308.
 J. S., 52.
 Joseph S., 45.
 Black Swan (brig), 77.
 Blackler, Elias, 308.
 Elizabeth, 308.
 John, 308.
 William, 308(2).
 Blanchard, C., 80.
 Blandett, —, 125.
 Blendett, Col., 125.
 Blodget, William, 171.
 Bloften, Peter, 299.
 Blonde (schr.), 77.
 Boardman, Bordman, J., 160.
 Thomas, 255.
 Boddely, B., 78.
 Boden, Ambrose, 236 (2).
 Benjamin, 236(2).
 John, 226.
 Robert, 118.
 Bold (ship), 157, 322.
 Bolina (ship), 73.
 Bond, John, 85, 86(3), 352.
 Joseph, 352.
 Lydia, 351, 352.
 Robert, 130.
 Bonfield, —, 11.
 George, 11.
 George, sr., 11.
 Rebecca, 11.
 Bonnet, Benjamin, 285, 286.
 Bonney, Maria, 63.
 Boober, see Bubier.
 Boonavendure (sloop), 121.
 Booth, Benjamin, 284 (2), 328.
 Kimble, 117.
 Simeon, 223.
 Bootman, Matthew, 281.
 Borer (ship), 151, 269, 317, 318.
 Boston, Mass., 38.
 Boston & Maine Railroad, 19, 26, 27, 29, 38(2), 39-55.
 Bottalier, Frederick, 71.
 Bottelier, Fred, 70.
 Bourne, F., 159.
 Bowd, Joseph, 241(4).
 Bowdin, Francis, 14.
 Bowditch, Ebenezer, jr., 330.
 Habackkuk, 281.
 Capt. John, 330(3).
 Joseph, 115, 123, 273.
 William, 221(2), 222 (7), 223.
 Capt. William, 6, 223.
 Bowds, Micha, 11.
 Bowen, Nathan, 224.
 Bowler, —, 228.
 James, 227(5).
 Medcalf, 339.
 Boxer (schr.), 72, 78.
 Boxer (ship), 257, 260, 262, 265.
 Boxford, Mass., 23, 27, 28, 34, 35, 39, 48, 49, 53, 54, 172.
 Boy, Stephen, 121.
 Boynton, E., 175.
 Eliphalet, 162, 272.
 Samuel, 162, 292(2).

- Brackett, —, 25.
 Colonel, 105.
 Elizabeth, 140.
 Bradford, Capt., 255.
 Maj., 340.
 Simon, 84.
 Maj. William, 347.
 Bradford, Mass., 18,
 19, 23, 25-32, 34.
 Bradstreet, —, 11,
 215.
 Col., 217, 218.
 Humphrey, 256.
 John, 10, 11(2).
 Moses, 11.
 Bragdon, Barak, 200,
 205(2).
 Branch (schr.), 78.
 Bray, Benjamin, 115.
 Isaac, 78.
 Mary, 58.
 Robert, 115.
 Sally, 135.
 Bream (brig), 152, 153.
 Bream (ship), 76, 78,
 271, 318.
 Breath, James, 258.
 Brett, Richard, 276.
 Brewer, Crispus, 281.
 Brewster, I. W., 75.
 Bridges, Edmond, 223.
 Briggs, Peter, 119.
 Brintnall, —, 231(2).
 John, 230(2), 236(3).
 Phebe, 235, 236(3).
 Bristow, Ward & Co.,
 332.
 Briton, Mary, 244.
 Britannia (ship), 78.
 Brockway, C. J., 23.
 Charles J., 20, 38.
 Broke (privateer), 153,
 261, 269, 272, 323.
 Brooks, —, 18, 220.
 A., 160.
 Robert, 181.
 Brown, —, 16, 210.
 Capt., 255, 313, 314.
 Mr., 303.
 Maj. Andrew, 337.
 Charles, 128, 275.
 Elishu D., 265.
 J., 270.
 J. jr., 177.
 James, 277.
 Jane, 245.
 John, 27, 80, 114.
 Brown, Capt. John, 303, 313.
 John, jr., 176, 277,
 289.
 John E., 302.
 John O., 196(2), 292.
 Rev. John Thomas,
 68.
 Joseph, 97.
 Joseph N., 207(2).
 Mary W., 140.
 Moses, 270.
 Rebecca, 68.
 Rebecca (Appleton),
 97.
 Richard, 117.
 S., 77.
 True, 206.
 William, 16, 76, 174.
 Browne, —, 15.
 Bartholomew, 93.
 Benjamin, 93, 94.
 Elizabeth, 232.
 John, 232.
 Thomas, 232.
 William, 15, 232(7).
 Bruce, J., 155.
 Brune (ship), 78.
 Brunswick (sloop), 273.
 Bryan, George, 287.
 Bryant, Lemuel, 68.
 Mary, 68.
 Bubier, Boober, —,
 14.
 Joseph, 13, 14(2).
 Mary, 14.
 Buckingham, Joseph,
 87.
 Buckminster, Capt.,
 210.
 Buckskin (privateer),
 78.
 Buffum, John, 223.
 Joseph, 84.
 Joshua, 223.
 Bull, Thomas, 118(2).
 Bulmer, Robert, 201,
 203.
 Bulwark (ship), 73(2),
 160(2), 265(2), 272,
 321.
 Bunker, —, 322.
 Bunker Hill (privateer),
 78(2).
 Burbank, Abraham,
 194.
 Burbank, B., 196.
 Benjamin, 196, 297.
 Dea. Benj., 292.
 Eleazer, 196.
 John, 196.
 John T., 202(2).
 Nathan, 196(2).
 Samuel, 196, 204(2),
 297.
 Maj. Samuel, 163.
 Thomas, 163, 196(2).
 Burdett, Stephen, 136.
 Burdun, Wid. Susan-
 nah, 308.
 Burgess, A., 79, 260.
 Samuel, 319.
 Burnham, Elisha, 76.
 F. A., 80.
 Francis A., 264.
 John, 282.
 Burns, —, 162.
 Benajah, 198.
 Martha, 140.
 Burnside (transport),
 109.
 Burr, Peter, 262.
 Burrill, Ebenezer, 239.
 James, 296.
 Capt. Theophilus, 6.
 Burrows, —, 267.
 R., 323.
 Burt, A., 320.
 Butler, George, 84.
 James, 84.
 Butrick, Danforth, 291.
 Button, A., 348.
 Abigail, 349(2).
 Daniel, 349(5).
 Elizabeth, 348, 349
 (2), 350(4).
 Hannah, 349(3).
 Joane, 348(4), 349.
 Lettuce, 348(3).
 Mary, 348, 349(3).
 Matthias, 348(6),
 349(9), 350.
 Patience, 349.
 Peter, 349.
 Sarah, 349(2).
 Teagle, 348(2), 349
 (2).
 Buxton, Timothy, 219.
 Buzi (schr.), 78(3).
 Byfield, Mass., 18, 24,
 32, 34, 49, 53, 164.
 Byrne, John, 95.

- Cabban**, John, 201.
Cabot, Francis, 277.
Cadett, Jan, 327.
Caine, —, 10.
Caledonia (ship), 78.
Calley, Benjamin, 274.
 Moses, 190.
Calmar (sloop), 79.
Calson (schr.), 79.
Calveras, Nicholas, 322.
Camden (schr.), 79.
Camilla, 24.
Campbell, Cambell, Cornelius, 280.
 James, 90.
 William, 255.
Candelaria (sloop), 79.
Candish, Candege, Candige, Candigh, —, 239(2).
 James, 239.
 Sarah, 239.
 Thomas, 239(5).
Cane, —, 180.
Cann, John, 93.
Canso (ship), 324.
Capon, Charles R., 61.
 Charlotte E. (Lombard), 61.
 William Benjamin, 61.
Caravan (brig), 79.
Carder, Elizabeth, 182.
 Joseph, 182.
Carey, James, 55.
Carl Gustaff (ship), 79.
Carleton, Carlton, Albert, 32.
 D., 151.
 George P., 32.
 Joseph, jr., 300.
 Dea. P., 175, 203, 291.
 Samuel, 328.
Carlotta (brig), 79.
Carmichael, William, 277.
Caroline (brig), 79.
Caroline (schr.), 79.
Carpenter, —, 20, 26.
Carrell (or Carrill), Carryl, Elizabeth, 131.
 Samuel, 85, 273.
 Capt. Samuel, 86(2).
Carter, Mrs. John, 136.
 Nathan, 24.
Carter Rice & Co., 61.
Carvalho, J. J. N., 259.
Caswell, Caswall, —, 81, 82.
 John, 231(2).
Catalina (brig), 79.
Catatina Patriota (ship), 80.
Catharine (brig), 80.
Catharine (letter of Marque), 80.
Catharine (schr.), 80.
Cawl, John, 91.
Centurion (schr.), 80.
Ceres (ship), 80.
Cerrers, J. F., 79.
Chaffin, Annie, 63.
Chamberlain, E., 263.
 S., 156.
Chance (brig), 80.
Chandler, Abigail, 57.
 John, 57.
Chapman, Aaron, 195.
 Jonathan, 293.
 Margaret, 130.
 Mary, 130.
 Stephen, 130.
 Timothy, 264.
 William, 259.
Charles, William, 4, 11.
Charles (brig), 80.
Charles (schr.), 80.
Charles (sloop), 80(2).
Charles Fawcett (ship), 150.
Charlestown, Mass., 97.
Charlotta (ship), 150.
Charlotte (brig), 150.
Chase, Abner, 291.
 Amaziah, 66.
 Amos P., 300.
 Benjamin, 196.
 George H., 295.
 W. N., 163.
 William N., 203, 204(2), 296.
Chase (schr.), 150.
Chatham (ship), 69.
Cheever, Samuel, 223 (2).
Cheney, Chenery, Daniel, 207.
 Edmund, 292.
 Edward, 294.
 Eldad, 207(2).
 Hannah, 350.
 Ichabod, 207(2).
 James, 292.
 Peter, 164.
 Thomas, 351.
 William, 64.
Chesapeake (frigate), 150.
Chesapeake (ship), 265.
Chicken, Elizabeth, 144.
Child, A., 72.
Chili (ship), 150.
Chin, —, 232.
Chine, George, 232.
Chipman, John, 95.
Christiana (brig), 151.
Choate, Col., 93.
 George F., 39.
Chub (schr.), 158.
Chub (ship), 73, 264.
Church, J., 80.
 Joseph, 235.
 Thomas, 89.
Churden, William, 199.
Cida de de Leiria (brig), 151.
Clara (schr.), 151.
Clark —, 201.
 Elijah, 208, 296, 297, 300.
 Jacob, 187.
 Judith, 205.
 Mary P., 140.
Clarke, Aron, 258.
 Elijah, 201.
 Elijah, jr., 201(2).
 Elizabeth Irene, 144.
 Emanuel, 241.
 Josiah, 131.
 Sarah, 131.
Clarke & Rundlett, 200.
Claudio, J. J., 151.
Cleaveland, Rev. John, 211.
 William N., 89.

- Clement, Clements,
 John, 282.
 John, sr., 234.
 Clifford, George, 279.
 George & Sons, 279
 (2), 286.
 Henry, 279.
 John, 279.
 Clough, Jethro, 352.
 Clough & Mulliken,
 290.
 Coates, Admiral, 185.
 Cobb, Lt. Col., 340.
 Cobbett, Rev. Thomas,
 348.
 Coburn, Lt., 337.
 Cockwell, —, 74.
 Cod Hook (British
 vessel), 155.
 Cod Hook (ship), 151.
 Codner, —, 229.
 Christopher, 230(5),
 239(8).
 Gregory, 238.
 John, 9(2), 232, 307
 (2), 309.
 Mary, 229, 230(2).
 Rachel, 229, 230.
 Coes, Mary, 315.
 Coffin, Joseph, 133.
 Peter, 69.
 Cogswell, —, 49(2).
 George, 49(2), 54.
 John, 228 (3).
 Coker, Catherine, 302.
 Colado, J. G., 155.
 Colburn, J., 150.
 Colby, Coleby, Albert
 P., 144.
 Clarence, 144.
 Eliphalet H., 206
 (2).
 Elizabeth Irene, 144.
 Georgianna P., 144.
 Horace P., 144.
 J., 194.
 J. L., 76.
 Jane P., 144.
 John, 161.
 John D., 144(2).
 John Denny, 144.
 John S. M., 297.
 Laura Jane Plumer,
 144.
 Mary, 144.
 Mehitable T., 144.
 Morrill, 144.
- Colby, Nannie D., 144.
 Colcord, J., 271.
 Cole, Moses, 196.
 Coleton, —, 258.
 Colibríe (ship), 78, 80,
 155, 258, 263, 270,
 322.
 Collas, Mrs. Mary, 84.
 Collier, John, 274.
 Collinck, T., 151.
 Collins, Adoniram, 85
 (2).
 Henry, 330.
 Capt. Henry, 329.
 J., 265.
 T., 272.
 Columbia (brig), 151.
 Columbia (schr.), 151
 (2).
 Comet (schr.), 151.
 Comet (ship), 150.
 Commerce (brig), 151,
 152.
 Commodore Barry
 (sloop), 152.
 Conant, Roger, 2.
 Concedos Arcos (ship),
 152.
 Concordia (ship), 152.
 Condry, Dennis, 18.
 Coney, James, 70(2).
 Conflict (ship), 324.
 Connel, T., 318.
 Connelley, —, 265.
 Connunght, Roger, 2.
 Consolation (sloop),
 152.
 Constellation (schr.),
 152.
 Constitution (frigate),
 135.
 Conyngham, Col. Hen-
 ry, 120.
 Cook, Capt., 255, 293.
 B., 319.
 Charles, 292.
 J., 80.
 John, 293.
 Capt. John D., 205,
 293.
 Jonathan, 122.
 S., 261.
 Sarah, 292.
 Cool, Abraham, 330.
 Coombs, J., 260.
 Joshua, 15.
 Michael, 235.
- Cooper, H., 317.
 Copp, John, 235(2).
 Corbett, Jesse, 134
 (2).
 Josiah, 134.
 Thomas, 134.
 Corborn, Lt., 340.
 Corcori, Panagi, 271.
 Cordelia (brig), 152.
 Cornwall, R. G., 73.
 Cory, Giles, 130.
 Corwin, Corwine, Cap-
 tain, 236, 242.
 Judge, 232.
 Elizabeth, 233.
 George, 233.
 Capt. George, 235
 (2), 242.
 Jonathan, 231, 232.
 Corwithen, David, 4.
 Cossac (privateer),
 152.
 Coterel, John, 329.
 Cotten, William, 138.
 Cottle, Joseph, 255.
 Thomas, 165.
 Couses, —, 220.
 Covell, Lt. Thomas,
 347.
 Cowen, Philip, 89.
 Cox, Edward, 274.
 Coyte, John, 15.
 Crafts, Richard, 181
 (2).
 Crain, Col., 334.
 Cranberry (schr.), 152.
 Cranch, Mary, 273.
 Crandal, C., 324.
 Craton, William, 203.
 Crawford, Eli, 270.
 Creighton, John, 70
 (2).
 Crisfeald, Philip, 280.
 Crockett, James, 118
 (2).
 Crocker, James, 260.
 Croft, Crofts, Richard,
 240.
 William, 238(3), 283.
 Crombee, Benj. F.,
 206.
 Thomas N., 196, 291,
 295, 296.
 Crook, General, 105.
 George, 105.
 William, 119.
 Cross, Samuel, 153.

- Cross, William, 136.
 Crowel, E., 269.
 Crowninshield, B., 72.
 John, 95, 123, 155.
 Crymes, Captain, 71.
 Cuba (ship), 152.
 Cummings, E., 318.
 George, 63.
 Cunningham, —, 29.
 George W., 195.
 Curlew (brig), 159.
 Curlew (privateer), 153.
 Curlew (ship), 79, 159, 259, 262, 320, 322.
 Currie, J., 269.
 Currier, James, 196.
 Curtis, E. T., 174.
 John, jr., 314.
 Curwen, Curwin, Capt. George, 181.
 Samuel, 325.
 Cushing, Hon. Caleb, 141.
 Cushman, Eben, 151.
 H., 68.
 Cynthia (schr.), 153.
Dackendoff, S., 262.
 Daedalus (schr.), 153.
 Dakens, Capt., 216.
 Daland, Samuel, 95.
 Dalkarlen (brig), 153.
 Dana, Richard, 240(2).
 Dandiran, D., 121(2).
 Danforth, Eliphalet, 203, 296, 297, 303.
 Stephen B., 300(2), 301(2).
 William, 200, 203, 208.
 Daniels, Mr., 300.
 William de bruyn, 284, 330.
 Dantzic (brig), 153.
 Danvers, Mass., 17(3) —55, 97(2).
 Danvers & Georgetown Railroad, 17, 32, 35, 38-55.
 Danvers Historical Society, 113.
 Danvers Insane Hospital, 97.
 Danvers Railroad, 17, 38, 39-55.
 Darah, Capt. John, 317.
 Darley, J., 322.
 Darling, Darlins, —, 126. *306*
 George, 4.
 George, sr., 3, 6.
 James, 3(2), 6, 7(2).
 Katherine, 7.
 Darper, Solomon, 283.
 Dart (privateer), 79, 152, 153, 155, 160, 267, 271.
 Dart (schr.), 153.
 Davidson, William, 324.
 Davis, Capt., 84.
 Capt. Benjamin, 329(2).
 Capt. C. M., 68.
 G. N., 78.
 James, 119.
 Sarah, 138.
 Solomon, 281(2).
 Capt. Solomon, 123.
 Solomon, jr., 123.
 Thomas, 22(2).
 Tobias, 187.
 Capt. William, 254.
 Davy, T. L., 268.
 Daw, Mrs. Jane, 65.
 Dawes, Ensign, 218.
 Deacon, Will, 280.
 Dean, Eleazer, jr., 127.
 Jonathan, 123, 126 (3).
 Deborah (schr.), 153.
 Defiance (schr.), 153.
 Defiance (sloop), 153 (2), 154(3).
 Devitts, Devits, —, 210.
 Capt., 210.
 Del Carmen (schr.), 154.
 Delano, S., 75.
 Delaware (schr.), 154.
 Delphin (brig), 154.
 Dennen, Nathaniel, 279.
 Dennie, William, 287 (2), 327(4).
 Dennis, —, 9.
 Amos, 9, 11(2).
 Dennis, James, 11(2), 221 (2), 223.
 Dennison, George W., 268.
 Denny, Nancy, 141.
 Derby, Darby, Richard, 84, 283, 284 (2), 285(3), 286(2), 287, 325, 326.
 Capt. Richard, 83, 89, 95, 122, 123(2), 286, 287.
 Richard, jr., 282, 283(2).
 Derry, N. H., 39.
 Deruse, John, 334.
 DeSelvia, A. C., 154.
 Desledernier (schr.), 154.
 Desmere, Thomas, 92.
 Destebecho, Peter, 270(2).
 Dever, John, 223.
 Devereaux, Devereux, Devorix, —, 12, 13(2).
 Captain, 255.
 Doctor, 242(3), 243.
 Mrs. Ann, 13.
 Humphrey, 13(2).
 Dr. Humphrey, 242, 243.
 James, 255.
 John, 12, 22(12), 229, 230.
 John, sr., 229, 230, 243.
 Joseph, 13.
 Ralph, 13.
 Robert, 12, 13(4).
 DeWent, Lucas, 128.
 Diadem (ship), 267.
 Diamond (brig), 154.
 Diana (ship), 154.
 Diana (sloop), 154.
 Dido (brig), 63.
 Dingwell, Rev. James, 59.
 Dinham, William, 89.
 Diomede (brig), 155.
 Diomede (privateer), 155.
 Diomede (ship), 267.
 Dismount, Peter, 82.
 Dispatch (brig), 155 (2).
 Dispatch (ship), 157.

- Divina Pastora (ship), 155.
 Dod, Sarah, 8.
 Dodge, —, 98, 99.
 Captain, 100(2), 101(4), 102(2), 105(3), 106(3).
 Colonel, 112(2).
 General, 97(2), 112, 113.
 Lieut., 99.
 Major, 107(3), 108(2), 109(3), 110(4), 111(8), 112, 130.
 Benjamin, 190.
 Eben, 97, 107.
 Francis, 97(2).
 Capt. F. S., 106.
 Francis S., 98, 99, 100.
 Capt. Francis S., 105.
 Francis Safford, 97.
 George, 328.
 J., 318.
 Joanna, 97.
 Mrs. Mary Hunt (Weston), 97.
 Rebecca (Brown), 97.
 Col. Robert, 97.
 Dodson, Daniel, 197.
 Dolliber, Doliber, Dollever, Dorothy, 183.
 Joseph, 8(2), 307.
 Samuel, 183(2).
 William, 331.
 Dolphin (schr.), 69, 328.
 Dolphin (privateer), 155(2).
 Dolphin (sloop), 121, 156.
 Doltz, J. A., 159.
 Dominica (schr.), 156.
 Donaldson, Henry, 88.
 Don Carlos (schr.), 156.
 Donderon, Dondoron, —, 122, 123(2).
 D. F., 123.
 Doneker, Jacob Samuel, 328.
 Doris (ship), 156.
 Dorman, Ellis, 42.
 Dorrier, John & Co., 332.
 Dotterell (ship), 156.
 Dowers, B., 79.
 Downing, —, 3(2), 4, 14(2).
 Emanuel, 3, 7.
 John, 199.
 Richard, 13, 93.
 Dove, Mary, 57.
 Dove (privateer), 75, 263.
 Dove (schr.), 156(4).
 Dover (ship), 265.
 Dragon (ship), 78(4), 157(2).
 Drake (sloop), 156.
 Drayton, Gaven, 91.
 Dreadnaught (privateer schr.), 69.
 Dresser, John, 301.
 Drew T., 321.
 Driggs, B., 158.
 Drinkwater, Samuel, 74.
 Driver, Michael, 287, 325(2).
 Capt. Michael, 329.
 Solomon, 275.
 Dromo (schr.), 156.
 Drury, Dr. John, 228.
 DuBre, E., 84.
 Duck (ship), 157.
 Dugas, —, 324.
 Dunbar, James, 86.
 Duncan, J. H., 26.
 Dunlap, —, 299.
 Dunn, J., 321.
 James, 286(2), 287.
 Dunston, —, 350.
 Duston, Dustin, —, 350(2).
 Abiah, 351.
 Abigail, 351(2).
 Amos, 351.
 Caleb, 352(2).
 David, 352, 353.
 Ebenezer, 351.
 Elizabeth, 349, 351, 353.
 Hannah, 350(3), 353.
 James, 353(2).
 John, 351, 352(3), 353.
 Jonathan, 351-353.
 Joshua, 352.
 Lydia, 351-353.
 Martha, 351.
 Mary, 351(2), 352.
 Mehitable, 351, 352.
 Duston, Nathaniel, 351, 352(2).
 Obadiah, 352(2).
 Paul, 353.
 Ruth, 353.
 Dr. Samuel, 353.
 Sarah, 351, 353.
 Simeon, 352.
 Stephen, 351, 352.
 Thomas, 348, 349(3), 350(7), 351(4), 352.
 Thomas, jr., 351.
 Timothy, 351-353.
 Walker Ezekiel, 353.
 Dutch, Rev. Mr., 166, 194, 304.
 Dutt, —, 250.
 Dwight, Rev. Mosley, 200.
 Dwinell, James, 295.
 Jonathan, 295.
 Dyer, A., 261.
 William, 155.
 Eagle (schr.), 157.
 Earl of Moira (ship), 155.
 East Anglia, 247.
 Eastern Railroad 17, 19, 22, 32(5), 34, 38-55.
 Eastern Star (ship), 157.
 Eastman, Hannah, 134.
 Eastwick, Emma Warfield, 60.
 Mary Emma, 60.
 William, 60.
 Eaton, David, 302.
 Elbridge A., 295.
 William G., 295, 302.
 Eclipse (sloop), 157.
 Eddometry (brig), 157.
 Eddington, —, 78.
 Edgcomb, Nicholas, 190.
 Edmondson, Pollard, 126.
 Edney, George P., 297.
 Capt. James, 303.
 John, 303.
 Edward (brig), 157.
 Edward & Hiram (schr.), 157.
 Eldy, Joseph, 328.
 Elathorp, John, 223.
 Eldred, —, 261.
 Eleanor (schr.), 157.

- Elias, David, 283.
 Eliphinstone, R., 321.
 Eclipse (schr.), 157.
 Eliza (brig), 158.
 Eliza (schr.), 158(4).
 Eliza Ann (sloop), 158.
 Elizabeth (brig), 158.
 Elizabeth (schr.), 279.
 Elizabeth (ship), 115.
 Elizabeth (sloop), 158.
 Elkins, Henry, 282.
 Ellen (brig), 158.
 Ellenwood, Ellinwood,
 Andrew, 121.
 Benjamin, 121.
 Capt. Ebenezer, 85.
 Ellidge, Hannah, 244.
 Elliot, Elliot, Elliott,
 Col., 334(2), 336
 (3), 340.
 Ellstrom, B., 150.
 El Paso, 100.
 Elvira (sloop), 158.
 Elwell, Andrew, 98.
 Emeline (sloop), 158.
 Emerson, Benjamin
 F., 292.
 Hannah, 349, 350.
 Ithamar, 353.
 Michael, 350.
 Robert, 353.
 Stephen, 351, 353.
 Emery, Frances J.,
 141.
 J., 268.
 Emmerton, George R.,
 98.
 Emperor (schr.), 159.
 Emulous (ship), 74, 76,
 77, 150, 152(2),
 160, 260, 263, 264,
 266(2), 267-269(2),
 319, 322, 324.
 Endeavour (schr.), 93,
 116.
 Endeavour (sloop),
 159.
 Endicott, Endecott,
 Capt., 2.
 Gov., 348.
 John, 2.
 Endymion (ship), 158,
 258, 263, 266, 270.
 Engheton (brig), 159.
 Enterprise (brig), 159.
 Enterprise (schr.), 159
 (4).
 Epervier (ship), 72(2),
 319.
 Epes, Samuel, 256.
 Symonds, 256.
 Eposy Mina (schr.),
 159.
 Erie (schr.), 159.
 Erquinigo, P., 320.
 Ervin, see Irving.
 Escopinische, —,
 266.
 Esperanzo (schr.),
 160.
 Espoir (ship), 272.
 Essex Railroad, 27, 34,
 39-55.
 Essex (ship), 278.
 Estella, J. E., 72.
 Etna (ship), 78.
 Eunice (schr.), 160
 (2).
 Euphemia, (schr.),
 160.
 Evans, J., 263.
 Evered —, 183.
 Everett, J., 80.
 Evis, —, 82.
 Capt. Benjamin, 82.
 Ex [Barshaw (sloop),
 160.
 Expedition (schr.),
 160.
 Experiment (schr.),
 160.
 Experiment (sloop),
 160(2).
Fabens, Mr., 315.
 William C., 315.
 Fabius (ship), 160.
 Factor (ship), 257.
 Fair Lady (schr.), 280.
 Fair Play (sloop), 257.
 Fair Trader (schr.),
 257(2).
 Fairbanks, Charles,
 289.
 Mollie, 61.
 Fairfield, John, 78.
 Walter, 223.
 Fairweather, James,
 318.
 John, 82.
 Falun (schr.), 257.
 Fame (sloop), 257, 258
 (4).
 Fanning, Michael, 329
 (2).
 Fanny (brig), 258(2).
 Fanny (ship), 258.
 Fantome (ship), 74,
 151, 153, 157, 321.
 Farnom, Susanna, 353.
 Farrow, S., 324.
 T. J., 153.
 Favorite (brig), 258.
 Favourite (schr.), 258.
 Federal (brig), 258.
 Fegan, John, 199(2).
 Felch, —, 205(2).
 D. M., 161.
 Felt, Viola, 147.
 Felton, —, 19.
 David, 312.
 John, 302.
 Sarah, 312.
 Fenelon (schr.), 259.
 Fenno, John, 141.
 Ferreira, Antonio Jose,
 259.
 Ferguson, Archibald,
 9.
 Fernandez, Emanuel,
 79.
 Ferrier, Bernard, 287.
 Isaac, 287.
 James, 287.
 Jean, 287.
 Fexien, James, 327.
 Fidelia (ship), 259.
 Fields, William, 202.
 Financier (schr.), 259.
 Finland (ship), 259.
 Finlay, C., 151.
 Firmina (ship), 259.
 Fish, Capt., 334, 342,
 343(2), 346.
 J., 322.
 Fishley, George, 267.
 Fisk, Jonathan, 275.
 Dr. Joseph, 291.
 Fitch, D., 74.
 Thomas, 126.
 Fitchburg Railroad,
 33.
 Flag, —, 124.
 —, sr., 125.
 Flash (sloop), 259.
 Fleck, Adeline, 60.
 Clara, 60.
 William A., 60.
 Fletcher, Flecher, Lt.,
 340.

- Fletcher, Oliver, 116. Flight (schr.), 259. Flint, —, 8. William, 5, 8. Flor De Lisboa (brig), 259. Flor De Mar (ship), 259. Flor De Tejo (brig), 259. Flower (schr.), 260. Floyd, Hannah, 143. Fludyer, Samuel, 332. Thomas, 332. Fly (privateer), 154, 156, 261, 319. Folger, Timothy, 258. Foot, Caleb, 303. David, 298. Forest River, 2(2), 5 (2), 6, 12. Forret, E., 319. Forsyth, L., 77. Forth (ship), 152. Fortune, Mary, 8. Fortune (schr.), 260 (2). Fortune (ship), 260. Foster, Capt., 218. Mr., 299. Annis, 311. Arthur J., 148. Daniel, 218, 219. E., 272. Ebenezer, 311(2). James, 87, 95(2). John, 90. Moses, 303, 304. Moses, jr., 304(3). Runnels, 303(2). S., 202. Samuel, 202. Stephen, 197, 202. Thomas, 88. Fountain, W., 267. Four Brothers (schr.), 82, 260(2). Four Friends (schr.), 260. Four Sisters (ship), 260. Fowle, Mr., 312(3), 313. Jacob, 312, 313. Susannah, 313(2). Fowler, —, 134(4). Benj., 341. Fowler, Jeremiah, 134. Jonathan, 134. M., 272. Richard, 20, 23. William, 200, 204, 296. Fox (schr.), 260. Fox (ship), 260. Fox (sloop), 260. Francisca De Paula (brig), 261. Francklin (sloop), 261. Franklin (schr.), 261. Fraser, T., 322. Frederick Augustus (ship), 261. Free Port (sloop), 261. Freeman, Mrs., 296 (2). James, 285(2). W., 271. French, Ralph H., 58. Friends (ship), 135. Friendship (schr.), 261 (4). Friendship (privateer), 261. Friendship (sloop), 262(2). Frim, G., 319. Frost-fish brook, 6. Frothingham, Tabitha, 119. Thomas, 119. Frye, Fry, David, 95. Peter, 287. Thomas, 329. Fryers, Austin, 119. Fuller, Capt., 127, 220 (2). Capt. Andrew, 209, 333. Col. Archelaus, 209 (2). Benjamin, 209. Mary, 209. Furbush, John, 241 (2). Furnace, William, 232, 233. Fylinda (sloop), 262. **G**age, Sarah, 352. Gale, —, 7, 9, 167. Ambrose, 3(2), 7(2), 9(2). Galloway (ship), 262 (2). Gamala La Delso (brig), 262. Gannett (schr.), 262. Gardiner (ship), 262. Gardner, Gardiner, A., 259. B., 266. Charles W., 54. George, 243. Henry, 243. John, 116. Capt. John, 6, 328. Capt. Jonathan, 115. R., 150. Samuel, 243(3). Thomas, 2. Weld, 243. Garland, George, 84. Garrison, J., 157. Gaster, Capt., 329. Gatchell, Gachel, Gatchell, —, 10, 232. Anna, 240. Increase, 240. Jeremiah, 10(3), 11 (2). John, 10(2), 11, 230, 231, 232(2), 233(2). John, sr., 228(2), 232, 233(3). Jonathan, 232, 233 (2). Orren L., 200. Samuel, 240. Sarah, 232. Tabitha, 240. Thomas, 232(2). Waybrough, 232. Gates, General, 134. Gatman, Samuel, 85. General Green (sloop), 262. General Hodgson (sloop), 262. General Marion (schr.), 263. General Putnam (privateer), 263. General Smyth (privateer), 260, 320. George, —, 195. David, 270. John, 206.

- George, Levi B., 177, 195, 298, 302.
 George (brig), 263(4).
 George (schr.), 187.
 George Washington (schr.), 263.
 Georgetown, Mass., 17(3), 18(9), 19(2)-55, 163, 164, 166, 168, 170, 172.
 Georgetown Branch Railroad, 18, 25, 34-55.
 Georgetown & Lawrence Railroad, 27.
 Georgetown Railroad, 17, 24, 25.
 Georgiana (ship), 263.
 Gerrish, Col., 132.
 Col. Henry, 134.
 Gerry, Elbridge, Esq., 311.
 Geyar, Henry, 77.
 Gibbs, Henry, 85.
 Henry & Co., 85.
 P., 261.
 Giddings, —, 301.
 Gift (schr.), 263.
 Gilbert, G. H., 77.
 Gile, Giles, —, 172, 228.
 David, 299.
 James, 115.
 Samuel, 115.
 Rev. Thomas W., 299.
 Gillam, Edward, 89.
 Gilmore, —, 20, 26.
 Girdler, Ann, 240.
 Elizabeth, 240.
 Jane, 57.
 Joseph, 57.
 Nicholas, 240.
 Nicholas, jr., 279.
 Tabitha, 240.
 Gladding, D., 321.
 Glawson, F., 323.
 Gleaner (sloop), 264.
 Gleaner (privateer), 263.
 Glover, Jonathan, 134.
 W., 153.
 Godet, Theodore, 279.
 Godfrey, John, 348.
 Goldsmith, Notley, 280.
 Gone, Capt., 216.
 Good Hope (schr.), 264.
 Goodrich, Charles, 264.
 John, 167.
 Wm., 292.
 Goodwin, —, 238(2), 239(2).
 Benjamin, 136.
 Eleazer P., 199.
 Elizabeth, 138.
 Eunice, 137.
 Ruth, 133.
 Samuel, 239.
 Timothy, 233(2), 239.
 William, 191.
 Gopety, John, 184.
 Gordon, John, 102.
 Gorgas, Dr., 110.
 Gorham, D., 156, 265.
 Goshot, James, 95.
 Goss, —, 200.
 Capt., 208, 292.
 Allen H., 199(2).
 J. E., 208(2).
 John, 199.
 John E., 208.
 Gossamer (letter of Marque), 264.
 Gossard, T., 263.
 Gott, —, 12.
 Deacon, 13.
 Charles, 12.
 Gould, Goold, Andrew, 39.
 John, 272.
 Joseph, 187(2), 254.
 Gov. Plumer (schr.), 264.
 Governor Shelby (schr.), 264.
 Grace (brig), 264.
 Grafton, Capt. Joseph, 81.
 Gramsby, George, 271.
 Grant, James, 95, 115.
 Thomas, 58.
 Grauff, Simon de, 327.
 Gray, R., 75.
 Greely, Joseph, 299.
 Green, Col., 340, 347.
 Deborah, 64.
 John, 57, 255.
 Nathan, 127.
 Peter, 349(2), 350.
 Greenfield, Hannah, 316.
 Peter, 316.
 Greenleaf, —, 127.
 A. W., 54.
 Stephen, 127(2).
 William, 127.
 Greenough, Bailey, 290.
 T., 201.
 William, jr., 181.
 Greyhound (sloop), 84.
 Griffin, Capt. Eppes, 317.
 John, 256.
 Joseph, 190.
 Samuel, 131.
 Griffith, James, 206, 296, 297.
 N. H., 201, 205.
 Nathaniel H., 296, 304(2).
 William, 296(2), 303.
 William, sr., 299.
 Groe, Samuel, 279.
 Groveland, Mass., 17, 23, 26, 28, 29, 30, 32, 33(2), 34, 53, 161, 162(2), 163, 165-167(2), 172(3), 193(2), 289-304.
 Groves, Peter, 114.
 Guerriere (brig), 264.
 Guerriere (ship), 263.
 Guild, Abiah, 351.
 Gunter, Thomas, 115.
 Gurnell, Jonathan & Co., 119.
 Gustava (brig), 264.
 Gustava (schr.), 264.
 Gwinn, Thomas, 127.
 Gyfford, James, 332.
 Hale, Hales, Mr., 293.
 Alice, 138.
 Rev. Apaulus, 200.
 Benjamin Woodwell, 137.
 Charles E., 145.
 Charles E. W., 145.
 David, 138(2), 206(2).
 Eben, 206.
 Lt. Col. Ebenezer, 141.
 Edward, 56, 57.

- Hale, Elbridge Gale, 146.
 Eliphalet, 195(2).
 Eliza, 195.
 Elizabeth (Petten-gill), 137.
 Elizabeth Titcomb, 146.
 Enoch, 133, 136, 137 (2), 138.
 Florence Amelia, 146.
 George, 60.
 Hannah Woodwell, 138.
 Isaac, 138.
 Capt. John, 134.
 John, jr., 54.
 Jonathan, 195.
 Jonathan H., 292, 206(2).
 Joseph, 293.
 Joseph W. L., 145.
 Capt. Joshua, 23.
 M. E., 39, 54.
 Mary, 137.
 Mary Ann (Gibbs), 60.
 Mary Haskell, 146.
 Polly, 137, 138.
 Rebecca, 57.
 Robert, 184.
 S., 195.
 Samuel, 137, 138, 194, 195.
 Sarah Patterson, 60.
 Solomon, 195.
 Thomas, 137.
 William, 138.
 Halifax, N. S., 69, 257, 317.
 Halifax (packet ship), 265.
 Hall, Moses, 76.
 Hallet, Hallett, D., 272.
 Joseph, 245(2).
 Halson, A., 158.
 Hamilton, Gail, 97.
 Jeames, 343.
 William, 120.
 Hamlen, S., 73.
 Hammond, C., 80.
 J., 77.
 John, 204.
 Hand, J. P., 262.
 Hannah (brig), 265.
 Hannah (schr.), 265.
 Hannah (sloop), 265.
 Harding, N., 72.
 Hardy, —, 166, 195.
 Wid., 292.
 Aaron, 304.
 Andrew, 291, 294(2).
 Ann, 294.
 Arthur P., 161.
 Bailey, 293, 294.
 Benjamin, 195, 196, 292(2), 293, 294(2).
 Calvin, 291(2).
 Charles, 204, 298(2), 301, 304.
 Daniel, 290, 298, 299.
 David, 194, 196, 294.
 Eben J., 292.
 Elijah, 291, 294.
 Elizabeth D., 292.
 Enos, 294.
 Ephraim, 198.
 Ezra, 174, 290.
 Gilbert P., 292, 294.
 Ira, 290.
 Isaac, 290, 294(2).
 J. B., 170, 294.
 Jacob, 290(3), 291, 294(2).
 Jacob, jr., 290.
 James, 208.
 John, 296, 300.
 John H., 198.
 John B., 197(2), 294, 297, 303.
 John Hinkson, 293.
 Jonas, 291.
 Jonathan B., 176, 197, 291, 292.
 Joseph, 202, 290, 291(3), 292, 293(5).
 Joshua, 291.
 Josiah, 294.
 Josiah G., 291.
 Leonard, 196, 291(3), 292(2), 294.
 Luther, 289, 291, 202(2), 204.
 Mancil, 203, 204, 291, 293, 294, 303.
 Manly, 201.
 Moses, 194.
 Nathan, 302(2), 303 (2).
 Newman B., 291.
 Niles, 291, 292, 293.
 P. Braman, 291.
 Hardy, Philip, 170, 292.
 Phineas, 291(4).
 Phineas B., 291.
 Pomp, 293.
 Priscilla, 290.
 Ruth, 202.
 S., 195, 293.
 Samuel, 291, 303.
 Samuel B., 199, 294.
 Sewall, 204, 292, 293 (3).
 Silas, 195.
 Simon, 293.
 Stephen, 291(2).
 Sylvanus, 164, 208.
 Thomas, 291.
 Thomas, jr., 291.
 Timothy, 176.
 Hare (brig), 265.
 Hare (privateer), 267.
 Harlequin (privateer), 265.
 Harriet (brig), 265.
 Harriet (schr.), 265.
 Harriet (sloop), 265.
 Harriman, —, 168.
 Charles, 194(2), 206.
 E., 292(2).
 Enoch, 26, 162, 170, 292(2), 294(2).
 George, 294(3).
 H., 292.
 Henry, 292.
 J. K., 294, 302.
 John, 294.
 Moses, 194(3).
 Nathaniel, 194(2).
 Nathaniel, jr., 194.
 Samuel, 174, 194(5).
 Harris, —, 240(5).
 James Russell, 60.
 Samuel, 240.
 Susan, 60.
 Susan Tillie, 60.
 William, 114.
 Harrison, —, 66.
 Hanson, 276(4).
 John, 66.
 Harvey, Stephen, 195 (2).
 Harwood, Henry, 7.
 Haseltine, Triphena, 352.
 Haskell, —, 218.
 Emily (Haskell), 147.
 Ezra, 147.

- Haskell, Capt. Jacob, 145.
 Lois Constant, 146.
 Martha, 147.
 Mary, 64, 142.
 Mary Newman, 145.
 William, 145.
 Haslett, Sarah A., 140.
 Haston, Obadiah, 188.
 Hatch, William, 297, 304.
 Hathorne, John, 330.
 William, 4, 97, 223.
 Maj. William, sr., 234(2).
 Haverhill, Mass., 17
 (2), 23, 25, 27, 29,
 30, 31, 37, 38, 51,
 167.
 Hawkes, Hawke, Ebenezer, jr., 234(2).
 Moses, 9.
 Hawkes & Babbidge, 139.
 Hawkins, Capt., 87.
 Thomas, 245(2).
 Hawthorne, —, 248.
 William, 5.
 Hays, John, 268.
 Hazard (schr.), 265.
 Hazzell, John, 82.
 Hearn, John, 159.
 Heath, W., 75.
 Hector (brig), 266(2).
 Helen (ship), 266, 270.
 Heman, William, 302.
 Henchman, Nathaniel, jr., 189(2).
 Hendley, Henley, Benjamin, 237, 245(2).
 Henrietta (ship), 266.
 Henry, William, 199.
 Henry (schr.), 266.
 Henry (ship), 266(2).
 Henry Gilder (brig), 266.
 Herald (privateer), 266.
 Herbert, Benjamin, 123.
 Cuthbert, 280.
 Michael, 280.
 Herculaneum (brig), 266.
 Herman (ship), 267.
 Hero (brig), 267.
 Hero (schr.), 267(3).
 Hero (ship), 257.
 Hero (sloop), 267(2).
 Herrick, Andrew, 281.
 Hersey, Caleb, 26.
 Hesper (brig), 267.
 Hetty (brig), 267.
 Hewett, —, 14.
 William, 14(2).
 Heyliger, Heylager, Hyleger, Hannah, 182.
 Joshua, 329.
 Nicholas, 284, 285, 286(2).
 Peter, 329.
 William, 122, 127(2), 182, 329.
 Hibernia (schr.), 267.
 Hicks, Joshua, 116.
 Higbee, Eva May, 149.
 Higginson, John, 84.
 Stephen, 186.
 High Flyer (tender), 262.
 Hiland Hill (sloop), 268.
 Hill, Hills, Albert, 299.
 Ebenezer, 160.
 Edward, 304.
 George W., 196, 203.
 Lt. John, 317.
 Stephen, 126.
 Thomas, 126(2).
 Hilliard, Hilyard, Benjamin, 23.
 J., 318.
 Hilton, Benjamin, 85.
 John, 85.
 Capt. John, 126(2).
 Hinds, —, 167.
 Hinkson, B. G., 290, 294(2).
 Benjamin G., 197, 293(2).
 Hiram (schr.), 268(2).
 Hobson, —, 170.
 Ann, 169.
 Hocquard, F., 72.
 Hodgekins, John, 115.
 William, 115.
 Hodgden, Stephen, 277(2).
 Hodges, Gamaliel, 277.
 Hoeman, Edward, 8.
 Hogg, —, 158, 265.
 Holgrave, John, 2.
 Holland, —, 125.
 Edward, 115.
 Holland, S., 161.
 William, 126.
 Hollowels, Benjamin, 118.
 Holman, John, 190.
 Holmes, Homes, —, 8, 197.
 A. P., 24.
 John, 8(2).
 R., 157.
 Nathaniel, 294.
 Thomas, 266.
 Holstein (schr.), 268.
 Holt, Hannah, 11.
 Joshua, 219.
 Nicholas, sr., 11.
 Holton, Houlton, James, 312(3).
 Joseph, jr., 312.
 Holyoke, Rev., 256.
 Homer, John, 79.
 Honestus (ship), 268.
 Hooper, Capt. Greenfield, 189.
 Robert, 189, 311.
 Hope, A. S., 318.
 Adrian, 281(2), 329 (2).
 Thomas, 281(2), 329 (2).
 Hope (brig), 268.
 Hope (schr.), 268.
 Hope (ship), 268(2).
 Hope (sloop), 268.
 Hope for Peace (shallop), 269.
 Hopkinson, —, 167.
 Caleb, 296(2).
 Caleb, sr., 296.
 Charles W., 304.
 D. W., 298.
 Daniel, 296(2), 297 (3).
 David, 296(2).
 David W., 177, 297 (2).
 Eben, 204, 301.
 Eben, jr., 304.
 Edwin, 198, 199.
 Ira, 201.
 John, 186, 296, 297.
 Nathaniel, 296, 297.
 P., 161.
 Samuel, 301.
 Ens. Samuel, 300.
 Silas, 301.
 Lt. Silas, 204, 297.

- Hopkinson, Thomas M., 199.
 Uriah, 175(2), 201.
 Walter H., 297(2).
 William, 199, 200, 202, 204.
 W. N., 177.
 Hopkinton, N. H., 132.
 Hopper, William, 280.
 Hoppet (brig), 269.
 Hore, Col., 218.
 Horn, A., 267.
 Hornet, (schr.), 272.
 Horton, Daniel, 59.
 Houghland, Joseph, 89.
 Hovey, Capt., 337, 339, 340, 343.
 Benjamin K., 200, 299, 302, 304.
 Henry L., 203.
 L., 202.
 Leonard, 208, 301.
 R. P., 200, 201.
 Howard, —, 297.
 Benjamin, 203.
 Benjamin F., 202.
 Howe, —, 210.
 Lord, 213(2).
 Howe (brig), 269.
 Howell, Capt., 347.
 Howes, Mulford, 154.
 Hoyt, David W., 348, 350.
 J. C., 194.
 Joe, 55.
 John C., 206(2).
 Joseph, 206.
 Hudson, George, 166, 200(2).
 Sarah, 57.
 Hudson, Fort, 100.
 Hughes, Captain, 99.
 Lieutenant, 103.
 John, 140.
 Hulin, Huling, Abigail, 56, 57.
 Abigail Wood, 57.
 Elizabeth, 57.
 John, 57(2).
 John Chandler, 57.
 Mary, 57.
 Peter, 56(2), 57(2), 58.
 Sarah, 57.
 Hull, George, 125.
 Gilman, 292.
 Humphries, Humphreys, —, 1, 2, 3 (2), 4.
 John, 1(2), 2(2), 7.
 Hunt, Benjamin G., 140.
 Charles W. T., 141.
 David W., 140.
 Elizabeth W., 140.
 Gideon W., 140.
 Hannah, 141.
 Isaac, 291.
 Isaac J., 140.
 John, 320.
 John W., 140.
 Lydia, 140, 141.
 Mary W., 141.
 Mercy B., 140.
 Mercy (Woodwell), 140.
 Nathaniel, 133, 140 (2).
 Nathaniel B., 140.
 William, 140.
 Hunter (sloop), 269.
 Huntress, A. J., 208(2).
 George, 166, 200, 202.
 Huntress (sloop), 269.
 Hurl, Jacob, 206.
 Hurlburt, Albert G., 54, 55.
 Hurlock, —, 118.
 Husaren (brig), 269.
 Husbands, Richard, 275.
 Huse, John, 18, 20.
 Hussar (privateer), 269.
 Hutchinson, Col., 333.
 Lieut., 214.
 J., 320.
 Ida (brig), 269.
 Illuminator (brig), 269 (2).
 Indian (ship), 75, 257, 261, 324.
 Industry (schr.), 87, 269(2), 270.
 Industry (sloop), 270.
 Ingals, Mary, 351.
 Ingersoll, Ingersol, —, 84.
 Capt., 127(3).
 Joseph, 253.
 Nathaniel, 84(2).
 Ingersoll, Capt. Nathaniel, 86, 122, 127.
 Invincible (ship), 270 (2).
 Ipswich, Mass., 34, 35(2), 188.
 Ipswich (schr.), 120.
 Ireson, —, 12.
 Benjamin, 12(2).
 Irving, Irvine, Ervin, Erving, David, 203.
 S. D., 304.
 Washington, 252.
 William, 184, 318.
 Isabella (brig), 270.
 Isley, E., 267.
 Isnardon, P. T., 269.
 Ives, Benjamin, 95(2), 120.
 Capt. Benjamin, 120.
 Ivinada, J., 154.
 Jack (ship), 70.
 Jackman, Dea., 194.
 Rachel, 352.
 Jackson, —, 266.
 Col., 333(2), 336, 338 (3), 340(2)-342.
 Bethiah, 182.
 George, 182, 313.
 Dr. George, 313(2).
 Mary, 313.
 Jacobs, Col., 337.
 Jacobus, 284(2).
 James, Mr., 311.
 Benjamin, 312(2).
 Erasmus, 181, 237, 309, 311, 312(2), 313(2).
 Jane, 18, 310, 311, 313.
 Joanna, 312.
 Richard, 312.
 James (schr.), 270.
 Jameson, J., 75.
 James N., 202, 203.
 John, 289.
 Jane (brig), 270.
 Jane (schr.), 270.
 Jane (ship), 270.
 Jane (sloop), 270, 271 (2).
 Janus (sloop), 271(2).
 Jaques, —, 171.
 Eben, 300.
 Moses, 295.
 Parker, 171.

- Jarvis, Edward, 114.
 Jaseur (ship), 72, 73
 (3), 157(2), 269.
 Jefferson, Capt., 118.
 Jefferson (schr.), 271.
 Jenkins, Francis, 269.
 Jennett (brig), 271.
 Jennings, John, 303.
 Jenny (ship), 184.
 Jerusalem (ship), 271.
 Jerusha (sloop), 271.
 Jessopp, Dr., 250(2).
 Jewett, Eben P., 169.
 Dea. Ezekiel, 164.
 Isaiah, 299, 300(2).
 Jonathan, 195.
 Samuel, 207.
 Dr. Seth, 204(2).
 Jno. & Miriam (schr.),
 272.
 Joachim (schr.), 59.
 Joannah (schr.), 271.
 John (brig), 271, 272.
 John (sloop), 272.
 John & Mary (brig),
 272.
 John Adams (brig),
 272.
 Johnson, Alice, 131.
 Alice (Taylor), 131.
 Anna B., 304.
 Francis, 8(2), 244.
 G., 71.
 Hannah, 8.
 Isaac, 131.
 Leonard, 26.
 Patrick, 296, 297.
 Samuel, 290.
 Sarah, 351, 353.
 Johnston, A., 265.
 E., 156.
 George W., 300.
 J. B., 296.
 John, 302.
 Thomas, 296.
 Jones, —, 84.
 Mrs. Ann, 66.
 D., 323.
 J. C., 293.
 John, 278.
 Capt. John, 87.
 Samuel B., 197.
 Jordan, J., 268, 321.
 Joseph (schr.), 92,
 274.
 Joseph & Mary (brig),
 272.
 Joslin, Elizabeth, 348.
 Jostrand, P., 321.
 Joy, David, 152.
 P., 158.
 Juana (sloop), 272.
 Jubilee (sloop), 95.
 Judith (schr.), 272.
 Judith (ship), 272(2).
 Julian (schr.), 272(2),
 317(2).
 Juliana Smith (schr.),
 317.
 Juliet (sloop), 317.
 Junkins, Albert R.,
 136.
 Betsey, 136.
 David, 136.
 Edwin D., 136.
 George P., 136.
 W. Wallace, 136.
 Junon (ship), 75, 78,
 80, 259(2), 264, 270,
 271.
 Justin, P., 271(2).
Keen, Robert R., 196.
 W., 84.
 Kelly, Kelley, —,
 259.
 Abby, 59.
 John, 233(4).
 John W., 198.
 Rose, 233.
 Samuel, 234.
 Kendal, James, 184.
 Kent, Stephen, 132.
 Kepple (ship), 66.
 Kettell, Joseph, 87.
 Keysor, Elizur, 130.
 Walter S., 143.
 Kilby, Edward, 348.
 Joseph, 152.
 Kile, Miriam, 126.
 Kimball, —, Kimbal,
 Kymball, —, 169,
 170, 200.
 Lt., 337, 340.
 A., jr., 54.
 Benjamin, 280.
 Daniel, 170.
 Enoch H., 198.
 George N., 197.
 James, 352.
 John, 11.
 Mary, 11.
 Samuel, 196.
 Seth, 161.
 Kimball, Thomas, 117,
 169, 177, 198, 296.
 King, —, 4.
 Mr., 315.
 Alexander, 296.
 Benjamin, 315.
 Francis, 66, 67.
 John, 277.
 Samuel, jr., 234(3).
 King George (brig),
 317.
 King of Prussia (priv-
 ateer), 288, 326.
 Kingsbury, Kingsber-
 ry, Kingsbury, —,
 255, 349.
 James, 349.
 John, 349(2), 350.
 Kittredge, Alfred, 26.
 Kitty (brig), 70(2).
 Klemcke, —, 81, 82.
 Knapp, Capt. Isaac,
 297.
 Sarah, 135.
 Knight, —, 8, 123
 (2)-125.
 Wid., 292.
 Elizabeth, 8.
 Emma, 125.
 Francis, 124, 125.
 Johanny, 125.
 John, 124(8), 125(3),
 126(4).
 Joseph, 125.
 Martha, 125.
 Mary, 125.
 Thomas, 292, 293.
 William, 124(3), 125
 (2).
 Knott, Eleanor, 316.
 Hannah, 316.
 Richard, 221(2), 223,
 229, 230, 316.
 Knox, Eli, 199, 206.
 Kurtz, John, 98.
Lacock, William, 197.
 Ladd, Esquire, 173.
 J. I., 201.
 N., 173.
 Dea. N., 165, 300.
 Dea. Nathaniel, 199.
 Lady Prevost (brig),
 317.
 Laffin, Joseph, 346.
 LaFortune (sloop), 92.

- La Hogue (ship), 72, 75, 79, 80, 154, 155 (2), 158(2), 253, 259, 262, 266, 271, 321(2), 324.
 Lake, —, 194.
 S. Page, 32, 54.
 Lambert, Edmund, 89.
 Joseph, 282.
 Lamphere, George, 349.
 Mary, 349.
 Lampriere, James, 122.
 Lander, William, 115.
 Landheteren, Elisabeth Helleur, 84.
 Thomas, 84.
 William, 84(3).
 Landrail (cutter), 317.
 Lane, —, 81, 82.
 Thomas, 120, 284(2), 328.
 Lane & Booth, 279, 287, 327, 328(2), 329(2), 330.
 Lane & Caswell, 89(2).
 Langdon, E., 267.
 Langford, Elizabeth, 130.
 Paul, 130.
 Langley, Jonathan, 202, 204(2), 206.
 Warren, 199.
 Larane, Capt., 216.
 Lark (schr.), 318.
 Lark (sloop), 318.
 Laron, John, 285.
 Lashere, Abraham, 237.
 Lasky, Joseph, 184.
 Lattime, Aldis Warren, 140.
 Andrew Leach, 140.
 Benjamin Hunt, 140.
 Charles, 140.
 Clinton Preble, 140.
 Emma Louisa, 140.
 Frank Lewis, 140.
 Frederick Augustus, 140.
 George, 140.
 George Whitfield, 140.
 Gideon W., 141.
 Gideon Woodwell, 140(2).
 Hannah Leach, 140.
- Lattime, Harriet Ann, 140.
 Hartwell, Leroy, 140.
 James, 140.
 James Henry, 140.
 Lizzie, 140.
 Lydia Mary, 140.
 Mary Abbie, 140.
 Mary Julia, 140.
 Mary Woodwell, 140.
 Nicholas, 139, 140 (2).
 Polly, 140.
 Sarah, 140.
 Stephen Decatur, 140.
 Lattimer, Lattamore, Lattimore, —, 15 (3), 16(2).
 Christopher, 15(2), 229, 230, 307, 309.
 Laughton, Henry, 287.
 Laura Jane (schr.), 318.
 Laurestinus (ship), 267.
 Laven, Georgianna, 68.
 James, 68.
 James William, 68.
 William, 68(2).
 William George, 68.
 William Henry, 68.
 Lavinia (ship), 318.
 Lawrence, James, 117, 118(2), 150.
 Lawrence, Mass., 17-19, 23, 27, 29, 34.
 Lawry (schr.), 318.
 Leach, Leech, —, 238.
 Andrew, 141.
 Asa, 281.
 Benjamin, 274.
 Eliza, 140.
 John, 238.
 John, jr., 115.
 Sarah, 238.
 Leander (brig), 73, 153.
 Leander (ship), 258, 263.
 Leavitt, Francis, 321.
 LeBlanc, Paul, 187.
 LeBreton, Peter, 62.
 Thomas, 122.
 Lechmore, Thomas, jr., 276.
 LeCraw, John, 242.
- Lee, Col., 336.
 Andrew, 231.
 Elizabeth, 231.
 Jeremiah, 84.
 Col. Jeremiah, 274.
 John, jr., 280.
 Richard, 123.
 Samuel, 87, 119.
 Thomas, 85.
 Leechmere, Richard, 281(2).
 Lefavour, David, 58.
 John, 58.
 Lydia, 58.
 Lydia (Orne), 58.
 Legal Tender (brig), 318.
 LeGallais, David, 314.
 Legg, Captain, 245, 246.
 Colonel, 245.
 Daniel, 9(2), 309.
 John, 9(5), 10, 231, 234, 244, 309(2).
 Capt. John, 234(2), 237, 245(2), 246.
 Col. John, 309.
 Samuel, 9(2), 10, 309.
 Capt. Samuel, 9.
 Legg's Hill, 5(2), 6.
 Leggarel, Capt. Stephen, 122.
 Leonidas (sloop), 318.
 Leopard (sloop), 90.
 Lesbirel, —, 122.
 Jane, 122.
 Thomas, 122.
 Lethaby, John, 220.
 Lewis, Capt., 62.
 Abby A., 63.
 Abigail, 57(2), 63.
 Abigail B., 63.
 Abigail Bigelow (Prentiss), 63.
 Abigail Prentiss, 64.
 Ann, 66.
 Arthur Patterson, 60.
 Betsey, 59, 62.
 Carl Anthony, 61.
 Caroline Lucy, 68.
 Carolyn Huntley, 61.
 Carolyn Mary, 61.
 Charlotte, 63.
 Charlotte Caroline, 64.
 Cyrus Anthony, 59.

- Lewis, Dorathea, 60.
 E., 324.
 Edmund, 62-64.
 Capt. Edmund, 62
 (4), 63(2).
 Edward, 57(2), 58
 (3), 59.
 Capt. Edward, 59.
 Edward Luther, 59.
 Edwin, 63.
 Eliza Taft, 60.
 Elizabeth, 57, 60, 62,
 67.
 Elizabeth Eddy, 60.
 Fanny A., 68.
 Francis Watts, 68.
 Frank Nichols, 60.
 Frederick Anthony,
 60.
 Fredericka N., 63.
 George, 60.
 George Hail, 60.
 George Harlan, 56,
 62, 65.
 George Randall, 61.
 Hannah, 63.
 Harriet C., 64.
 Henrietta, 60.
 Henry Anthony, 60.
 Henry Prentiss, 63.
 Jacob, 78.
 James Henry, 60(2),
 61(2).
 John, 56(4), 57(3),
 59, 63(3), 64(2),
 65(3), 66(3), 67(3).
 John Lindsey, 68.
 John Street, 60.
 Joseph William, 59.
 Joshua Orne, 59.
 Joshua P., 63.
 Joshua Prentiss, 63,
 64.
 Kenneth Burnham,
 61.
 Lydia, 59(2), 66(4).
 Lydia Lefavour, 59.
 Mabel, 60.
 Marion Eddy, 61.
 Mary, 63.
 Mary Abby, 64.
 Mary Caroline, 63.
 Mary Carpenter, 59.
 Mary Haskell, 64.
 Miriam, 57, 62.
 Miriam R., 62.
 Philip Besom, 63.
- Lewis, Polly, 63.
 Prentiss, 63.
 Rebecca, 57, 63.
 Richard, 60.
 Richard Anthony, 59
 60(2).
 Robert Girdler, 59.
 Sarah, 57, 60, 65, 68
 (2).
 Sarah Abigail, 60.
 Sarah Patterson, 60.
 Susan Elizabeth, 68.
 Susanna, 60.
 Susannah, 68.
 Tabitha, 62.
 Tabitha R., 64.
 Tabitha (Russell),
 62.
 Thomas, 59(3).
 Thomas Fayrham,
 60.
 Thomas Haskell, 64.
 Walter, 60.
 Walter Gibbs, 60.
 William Brown, 68.
 William E., 64.
 William R., 63.
 William Russell, 63.
- Lewis (schr.), 318.
 Liggarel, Stephen, 121.
 Lillie, —, 127.
 Lime, —, 210.
 Lincol, Lt., 337.
 Lincoln, Benj., 95(2).
 Lindall, James, 114.
 Lindsey, Joseph, 245
 (2).
 Rebecca, 245.
 Sarah, 66.
 Ling, Edward, 95.
 Little, —, 49(2).
 Edmund, 298.
 Samuel, 26, 34, 49,
 52(2).
 William, 297, 304.
 Little Bill (schr.), 318.
 Little Emulous (ship),
 75.
 Little Joe (schr.), 318.
 Little Sisters (schr.),
 319.
 Little's Grove, 40, 42.
 Lively (schr.), 319 (3).
 Lively (sloop), 319(2).
 Lively (privateer), 76,
 154, 156(2), 268,
 270, 319.
- Liverpool Packet (pri-
 vateer), 72, 74, 78,
 150-154, 156, 157
 (2), 158, 257(3)-262
 (2), 264, 268(2),
 271, 272(2), 318,
 320(3), 324.
 Liverpool Packet
 (ship), 319.
 Livers, Arnold, 280.
 Livingston, Leving-
 ston, Col., 340.
 Alexander, 75.
 Lizard (schr.), 319.
 Locke, N., 258.
 Logan (sloop), 319.
 Loire (ship), 78(2),
 152, 157(2), 262-
 264.
 Long, Edward, 127.
 Henry Follansbee,
 17.
 Longley, Rufus, 26.
 Longfellow, —, 249.
 Lord, Jesse, 59.
 Loring, Lt., 337, 340.
 John M., 319.
 Thomas, jr., 95.
 Louisa (brig), 319.
 Louisa (sloop), 320.
 Loup Cervier (ship),
 158, 268, 272, 318.
 Love (schr.), 273, 276.
 Lovell, —, 340.
 Z., 160.
 Lovering, John A.,
 54.
 Lovett, —, 185.
 Benjamin, 280.
 Capt. Israel, 128.
 James, 63.
 Low, Francis, 94.
 Lowe, S., 257.
 Loyal Sam (ship), 320.
 Lucia (sloop), 320.
 Lucretia (schr.), 320.
 Lucy, William, 302.
 Lucy (brig), 320.
 Lucy (schr.), 320 (2).
 Lumsden, George, 72.
 Lunenburg (privateer), 155, 156, 160,
 320.
 Lunt, Dorcas, 138.
 Eliza, 138.
 Hannah, 138.
 Lydia, 135.

- Lunt, Mary, 141.
 Capt. Micajah, 23.
 Ruth, 148.
 Lurvey, Peter, 267.
 Luscomb, William, 95.
 Lusitania (schr.), 114.
 Lusk, H., 78.
 Lydia (schr.), 320 (3).
 Lydia Webster (sloop), 188.
 Lydston, John, 300.
 William, 199, 200.
 Lygett, —, 322.
 Lyman, Lymon, Col., 217(2).
 Maj., 340.
 Lynde, Symond, 11.
 Lynn, Mass., 4(6), 65-68.
 Lynn (sloop), 87.
 Lynnfield, Mass., 41, 45, 48.
 Lynnfield Centre, Mass., 54.
 Lynx (schr.), 321.
McCleod, John, 70, 71.
 McDaniel, Jacob, 77.
 McDonald, —, 73.
 Macdonough (brig), 321.
 Mace, —, 193.
 Mrs., 304.
 Wid., 291.
 Macfarlane, Wm., 78.
 McIntire, J., 320.
 Mackey, Mackee, Capt. Daniel, 116, 327(6).
 Daniell, 287(2).
 David, 330.
 McKenzie, R., 75.
 Samuel, 54.
 McLachlan, Henry, 89.
 MacLaren, Annie, 148.
 McLelland, A., 154.
 McManus, John, 184.
 Macon, Fort, 98.
 McPherson, Capt., 269.
 Maddocks, Caleb, 277 (2).
 Maddox, Joshua, 114.
 Madison (schr.), 157.
 Magdalena (schr.), 321.
 Magnet (ship), 321.
 Maidstone (ship), 74 (2), 75, 77, 152, 155, 259, 263, 270, 271, 319, 321(3), 324.
 Maine, Henry, 230(2).
 Majestic (ship), 77, 80, 156, 160, 270, 271.
 Makepeace, —, 188.
 Malaren (brig), 321.
 Malcolm (brig), 321.
 Malcom, Alexander, 311.
 Elizabeth, 311.
 John Reed, 311(2).
 Mary, 311.
 Maloney, D., 79.
 Man, Nathaniel, 274.
 Manchester (brig), 321.
 Manent, Mrs. Emma L., 136.
 Manhattan (sloop), 321.
 Manly (ship), 78, 259, 268.
 Manning, Richard, 274, 275.
 Manson, J., 160.
 Manticook River, Maryland, 86.
 Marble, J., 262.
 Phebe, 352.
 Marblehead, Mass., 1(2), 4(2), 5, 6(2), 56-64, 178, 221, 305-316.
 Marden, —, 292.
 Margaret (brig), 321.
 Margaret (schr.), 321.
 Margaret (sloop), 321.
 Maria (brig), 322.
 Maria (ketch), 322.
 Maria (privateer), 186.
 Maria (schr.), 322.
 Maria (ship), 322.
 Maria Frederica (brig), 322(2).
 Maria Renomee (sloop), 329.
 Maria Windsor (schr.), 322.
 Maria, J. D., 160.
 Mariner (brig), 322.
 Mariner (ship), 322.
 Marlborough (ship), 74, 259, 321.
 Marlin, Mrs. Mary A. S., 64.
 Marquis DeSomerlous (ship), 322.
 Marsh, —, 193.
 Jonathan, 352.
 Varnum, 289.
 Marshal, S., 153.
 Marston, Benjamin, 130, 274.
 Martha (schr.), 322.
 Martin, J., 72.
 John, 242, 316.
 Peter, 316.
 Robert, 316.
 Sarah, 242, 315, 316 (2).
 Thomas, 316(2).
 Martin (ship), 76, 151, 154, 156, 179(2), 259, 265, 267(2), 272, 320, 321(2), 323.
 Martinez, —, 74.
 Martino, —, 203.
 Marvel, Abbie, 24.
 Mary (brig), 323.
 Mary (schr.), 91, 323 (6).
 Mary (ship), 323.
 Mary (sloop), 323(2), 324.
 Mary & Sarah (brig-antine), 282.
 Mary Ann (schr.), 324.
 Mary Ann (sloop), 120, 324.
 Mary Elizabeth (brig), 324.
 Mascoll, Joseph, 277.
 Joseph, jr., 91, 273, 274(2).
 Mason, —, 266.
 Jonathan, 328.
 Massa, J., 160.
 Massachusetts (ship), 324.
 Masten, Thomas, 330.
 Masters, Caroline Smith, 147.
 Charles, 147.
 Masters & Ballard, 89.
 Masury, Magery, David, 275(3).
 Capt. David, 128.

- Masury, Keziah, 93.
 William, 122, 123.
 Capt. William, 121,
 123.
 Matchet, John, 92.
 Mather, Rev. Cotton,
 131.
 Dr. Increase, 131.
 Matilda (privateer),
 73, 261, 265, 266,
 320, 324.
 Matilda (ship), 320.
 Matterson, David, 95.
 Matthews, J., 323.
 Mauger, Joshua, 329.
 Maule, Hannah, 114.
 Joseph, 114.
 Thomas, 130.
 Maverick, —, 3(3),
 132(2).
 Eunice, 14.
 Moses, 3, 4, 7(2), 8,
 9-11, 14, 223, 307.
 Paul, 235.
 May Flower (schr.),
 117.
 May Flower (sloop),
 324.
 Mayhew, Fortunatus,
 121.
 Medcalf, Samuel, 157.
 Medil Padria (brig),
 324.
 Meiers, George, 73.
 Melantho (ship), 324.
 Mello, T. de, 152.
 Melfhomene (ship),
 78.
 Menelaus (ship), 154.
 Mentor (ship), 324.
 Mentor (sloop), 324.
 Merriam, Fred, 55.
 Merrihew, —, 267.
 Joseph, 154.
 Merrill, A. M., 208.
 Albion M., 289.
 B. E., 202, 208, 301.
 Burton E., 202.
 James, 291.
 John, 292.
 Thomas, 289, 292.
 Merrimac River, 17,
 19, 32.
 Merrimack Academy,
 208.
 Merritt, Merrit, Gen-
 eral, 104(2), 105.
 Merritt, Abraham, 158.
 Henry, 98.
 John, 9(2),
 Nicholas, 9.
 Merryman, J., 266.
 Messer, —, 351.
 Metcalf, Fisher, 291.
 Mezado, P. J., 259.
 Middlebrook, R., 156.
 Middleton, W., 74.
 Middleton, Mass., 209
 (4).
 Mighill, Ann, 177.
 Miguel, P., 156.
 Milleman, George, 345,
 347.
 Miller, John, 266.
 Peter, 245.
 Robert, 89.
 Milliken, —, 318.
 Millon, George, 342,
 344.
 Minerd, Simen [?], 210.
 Minerva (privateer),
 158.
 Minot, George, 309(2).
 Stephen, 306, 309.
 Stephen, jr., 224.
 Mitchell, Mitchel,
 Capt., 164.
 Charles, 164, 206.
 Capt. D., 164, 175.
 Moffat, James, 258.
 Mohawk (ship), 74,
 267.
 Moller, Martin, 284(2).
 Montard, —, 87.
 Montcalm, —, 217.
 Montgomery, G., 319.
 Moody, —, 254.
 Carleton M., 60.
 Elizabeth Hail, 60.
 Lewis Ferry, 60.
 Mooers, Edmund, 353.
 Moore, —, 323.
 Captain, 100.
 Rev. Benjamin, 66.
 Gen. Francis, 100.
 Thomas, 7.
 William, 198.
 More, —, 218.
 Morel, —, 218.
 Morehead City, N. C.,
 98.
 Morgan, —, 70.
 John, 257.
 Samuel, 221(2), 223.
 Morgan, T. A., 159.
 Morgaridge, Samuel,
 92.
 Morgiana (ship), 78,
 156.
 Moriarty, T., 322.
 Morong, Capt., 122.
 Morrill, Elizabeth, 353.
 Reuben, 95, 116.
 S. R., 205.
 Stanwood R., 205,
 303.
 Morrow, Mr., 329.
 Morse, Morss, —,
 198.
 Capt., 212.
 Rev. B., 161, 201.
 Benjamin, 201.
 Rev. Bryan, 201(2).
 J. Sidney, 301.
 Joseph B., 20.
 Marcy, 352.
 Moses D., 199, 201.
 Sarah, 206.
 Stephen, 206, 296.
 Moselle (ship), 267.
 Moseley, Edward S.,
 18.
 Moser, —, 223.
 Moses, Samuel, 275.
 Motley, Joseph, 120.
 Mottey, Joseph, 287
 (5), 327.
 Moustrong, Powell,
 128.
 Mudge, J., 264.
 Muilman, Henry, 282.
 Peter, 282.
 Mulberry, Capt., 123,
 124(2), 125.
 Capt. Benjamin, 123.
 Mullett, Mullet, Abra-
 ham, 244(4).
 Mary, 244.
 Mulliken, Mullikin,
 —, 169, 170, 198,
 290.
 Daniel, 198.
 Robert, 198.
 Mumfard, Nathaniel,
 339.
 Munjoy, Martha, 179,
 180(3).
 Munro, David, 70.
 Munroe, Fortress, 107.
 Murphy, —, 46.
 Myopia Hunt Club, 97.

- Myrick, Myrrick, Joseph, 153.
Peter C., 160.
- Narcissus** (ship), 78, 157(2), 259, 264, 267.
- Nash, James, 332.
- Neal, Neale, Capt. David, 281(2).
Mrs. Elizabeth, 116.
John, 5.
Capt. John, 116.
- Neck, William, 307.
- Needham, Elias, 46.
- Needham's Hill, 41.
- Neff, Mary, 349.
- Nelson, —, 172.
Aaron W., 294.
Albert, 206.
Benjamin Enoch, 26.
Thomas, 206.
- Neptune (brig), 282.
- Nesbit, William, 120, 273.
- New Brunswick, 320.
- New England, 6.
- New York, 107.
- Newbern, N. C., 98.
- Newbury, Mass., 19, 29, 162(2), 164, 188.
- Newburyport, Mass., 17(6), 18(2)—55, 171, 184.
- Newburyport & Georgetown Railroad, 33.
- Newburyport Railroad, 17, 19, 20(2), 26, 27, 28, 29(2), 33, 38, 39-55.
- Newburyport Silver Co., 148, 149.
- Newburyport Turnpike, 19, 29.
- Newcastle (ship), 269.
- Newcomb, A., 271.
Hannah D., 145.
- Newell, Newel, Rev., 304.
Harriet, 304.
William, 319.
- Newford, P., 266.
- Newhall, Andrew, 68 (2).
Anna, 68.
- Newhall, Isabel, 68.
John Brown, 68(2).
Mary Ann, 68.
Sally, 68(2).
Susannah, 68.
- Newman, J., 264.
- Newsom, Samuel, 266.
- Newton, Lavinia, 204.
Silas H., 205.
- Nichols, Col., 216.
Humphrey H., 293.
S., 319.
Warren, 42.
William, 198.
- Nicholson, Christopher, 242.
Edmund, 242.
Elizabeth, 240(2), 242.
Joseph, 242.
Judah, 14.
Robert, 316.
Samuel, 182(2).
Sarah & Co., 329.
Thomas, 240(3).
- Nick, Mr., 313.
Christopher, 246.
John, 246.
Mary, 313(2).
Susannah, 313.
William, 313(5), 246 (3).
- Nickerson, H., 261.
- Nicklas, George E., 148.
Ruth, 148.
- Niemen (frigate), 153.
- Niemen (ship), 151, 159(2), 259, 266, 267, 270, 271.
- Nimrod (ship), 74, 150(2), 261, 266, 317, 321(2), 322, 323.
- Nixon, Richard, 84.
- Noording, Nicholas, 279.
- Norden, —, 9.
J. C., 322.
Nathaniel, 9(2).
Capt. Nathaniel, 309.
- Norman, Jonathan, 11(2).
Richard, 11.
- North, Capt., 340.
- North Andover, Mass., 23, 27, 28.
- North Carolina, 98.
- Northend, —, 46.
W. D., 46.
William D., 36, 39 (2), 45.
- Northey, John, 307, 314, 315(3), 316.
- Noyes, E. S., 164.
Enoch S., 195(2), 206.
James, 143.
John, 295.
Follansbee, 206, 295 (3), 296(2).
Frances, 149.
Samuel E., 26.
- Nyman, J., 321.
- Nymphe (ship), 74-76, 78, 155, 156, 159, 258, 262, 263, 268, 317, 324.
- Ober, Benjamin, 120.
- Obrian, Capt., 188.
- Observer (brigantine), 71(2).
- Olagubel, J. D., 159.
- Oliver, Thomas, 10.
- Onley, Lt. Col., 334.
- Ordway, Cyrus K., 170.
Ebenezer, 294.
Eliphalet, 294.
Hannah, 208.
Jonathan, 294.
Nathan, 202.
Nehemiah & Co., 95, 116.
Samuel, 204.
- Orient (ship), 63.
- Orizaba (ship), 108.
- Orizaba (steamer), 108 (2).
- Orne, Joshua, 119.
Josiah, 122, 123, 268, 276(2), 277.
Timothy, 84, 186, 284(4), 328(3).
William, 76, 115.
- Ornes, Francis, 73.
- Orpheur & Maidstone (ship), 73.
- Orpheus (ship), 158, 159, 259, 324.
- Osgood, Stephen, 24 (2), 37, 44.
- Oulton, John, 181(2), 190, 224.

- Oxnard, Mrs. Sarah, 332.
- Packet** (privateer), 318.
- Paddock, Lieutenant, 103.
- Page, E. S., 173, 208.
Eben S., 202, 289, 300.
Capt. Jeremiah, 333.
John, 175, 197, 202, 302.
Joshua, 353.
Paul, 177.
- Paine, Payne, Captain, 103, 104, 105(3).
Gen., 100.
Brig. Gen. C. J., 99.
Charles J., 100.
- Palanthey, —, 86.
- Palfrey, Peter, 2.
- Palmer, —, 167, 303.
David, 202.
John, 9, 70, 237, 309.
Moody M., 206, 298.
Rebecca D., 203.
Samuel, 303(2).
William, 303(2).
- Panther (cruiser), 108.
- Parker, —, 19, 167, 172, 173(2).
B., 76.
Capt. B., 164(3), 172.
Dr. B., 164.
Capt. Benjamin, 168.
Dr. Benjamin, 165, 289, 290.
Bradstreet, 289, 290.
Charles, 121.
Dean, 202, 203.
E. S., 290.
Eldred S., 165, 289, 290.
G. N., 208.
George A., 20.
George S., 303, 304.
Gilman N., 289.
Henry C., 175.
J., 156.
John, 164, 173, 289.
Moses, 164, 168, 169, 208, 289.
Nathaniel, 170.
Peter, 164, 170, 173.
Peter, sr., 289.
Phineas, 165, 173.
- Parker, Sarah, 169.
Solomon H., 175.
Stephen, 26, 172, 176.
W. L., 197.
William, 202.
Woodbridge, 175.
- Parsons, Jacob, 92(2).
Jonathan, 195.
William, 92(2).
- Patch, Brackinbry, 276.
- Pattee, Sarah, 351, 352.
- Patterson, R., 269.
Robert, 269.
- Pattin, Elizabeth, 57.
John, 57(2).
- Paynter, Wm., 154.
- Paz (ship), 80, 317, 322.
- Peabody, Charles, 198.
Otis K., 296.
- Peach, Alice, 12.
John, 4, 12.
John, jr., 3.
John, sr., 3, 307.
- Peacock (schr.), 157.
- Peak, Elias, 228(3).
George, 228.
- Peirce, Pearce, —, 269.
James, 94.
Capt. Joseph, 121.
- Pearson, Pearsons, Mrs., 299.
Abner, 136.
Abner Warner, 136.
Betsey, 136.
George Phippin, 136.
Harriet Eliza, 136.
Jerusha, 291(2).
Jonathan, jr., 133.
Mary Frost, 136.
Stephen Burdett, 136.
- Pearson's Mills, 18, 22, 32.
- Pease, Henry, 229, 230.
- Peck, Pecks, Col., 345.
M., 269.
William, 89.
- Pecker, B. C., 163.
- Pedrick, —, 15, 16.
John, 15(3), 16(2).
- Pemberton, —, 172.
John, 173, 174.
Luther K., 200.
- Pendleton, B., 318.
- Pendleton, P., 76.
- Peniston, Jeremiah, 282, 283, 327.
- Pepperell, William, 133.
- Perkins, David, 28.
Nathaniel, 296.
Nathaniel H., 296.
Roger, 69.
Samuel W., 301.
Thomas W., 197.
- Perley, Sidney, 1, 178, 221.
Thomas, 52(2).
- Perry, —, 168(2), 177, 205, 208.
Rev. Dr., 161, 173.
Rev. G. B., 173, 208(2).
J., 324.
Ruth, 353.
William, 197(2).
- Peruvian (ship), 76, 322.
- Peter, —, 12.
Hugh, 13(2).
Rev. Hugh, 12.
- Petherick, —, 15, 16.
John, 15.
- Pew, Jonathan, 254.
- Phillips, —, 174.
Samuel, 172.
Rev. Samuel, 173, 249.
- Phippen, Mrs. Abigail, 93.
John, 93.
Mary, 138.
- Pickett, —, 25.
- Pickman, Benjamin, 81(2), 275-277(2), 278.
Col. Benjamin, 280.
Benjamin & Co., 89 (4).
- Pictou (ship), 260, 270.
- Pierpont, Joseph, 95 (2).
- Pierson, Geo., 78.
- Pigot, George, 190.
- Pike, Betsey, 135.
Nathaniel, 93(3).
- Pillsbury, Francis, 296.
John W., 55.
Capt. Oliver, 165.
- Pindinghass, Thomas, 336.

- Pingree, Asa, 34, 45.
 Pique (ship), 270.
 Pitman, —, 8(4).
 Abiel, 8.
 Charity, 8(2).
 John, 8(3).
 Joseph, 8(2).
 Mary, 8.
 Thomas, 7(2), 8(3).
 Thomas, jr., 8, 9.
 Thomas, sr., 8.
 Pitt, William, 15.
 Plaisted, Col., 333.
 Ichabod, 93.
 Platts, Platt, Platte,
 Coleman, 26.
 Jonas, 295.
 Jonas, jr., 295.
 Mary J., 140.
 Plummer, Plumer,
 —, 195.
 Bradstreet, 194.
 Georgia W., 144.
 Horace, 144(2).
 Jane, 144.
 John S., 194.
 Josiah, 206.
 Laura J., 144.
 Nathaniel, 194.
 Stephen, 195.
 Plumper (ship), 74,
 75, 266, 269.
 Plumpley, J., 159.
 Plumsted, Robert, 281.
 Poate, Pote, Ann, 244.
 William, 223, 244(3),
 245(2).
 Poictiers (ship), 71, 74,
 75, 321, 322.
 Pool, Fitch, 328(2).
 Poole, Benjamin, 42.
 Poor, Henry, 34.
 Isaac, 195, 200.
 Joseph, 195.
 Pearce, 234.
 Samuel, 303.
 Poore, Alfred, M. D.,
 161, 193(2), 289.
 Pope, Elijah, 46.
 Porter, Daniel, 192(3).
 Ruth, 192.
 Porto Rico, 107.
 Pownall, Governor,
 253.
 Poynton, Thomas, 115,
 253(2), 278, 279(2).
 Pratt, Sarah P., 59.
 Prentiss, — (Bu-
 bier), 63.
 Abigail Bigelow, 63.
 Joshua, 63.
 Prescott, Benjamin,
 118.
 Presson, Andrew, 329.
 Price, Captain, 103.
 Prince, Dr. Jonathan,
 191.
 Pyam, 323.
 Prince William (ship),
 117.
 Priolau, —, 118.
 Pritchard, J., 271.
 Proctor, Procter,
 Ebenezer, 312.
 John, 156.
 Jonathan, 239, 240.
 Mary, 312.
 Sally, 143.
 Sarah, 143.
 Prometheus (ship),
 319.
 Providence, R. I., 333,
 334, 337-339, 340-
 345(2)-347.
 Puget, John, 286(2).
 Pusey, Daniel, 18.
 Punchard, John, 122.
 Putnam, Major, 216,
 217(2).
 Allen, 273.
 Mrs. Betsey (Dale),
 209.
 Ebenezer, 279(2).
 Lt. Col. Enoch, 344
 (2).
 Capt. Jeremiah, 333
 (2).
 John, 299.
 Jonathan, 333.
 Sarah (Perley), 333.
 Putnamville, Mass.,
 38, 40, 42.
 Pylades (ship), 77.
 Pynchon, William, 85,
 116.
Quealy, —, 46.
 Quealy & Murphy, 197.
 Queensberry (snow),
 277.
 Quemados, Havanna,
 110(2).
 Quensbury, James,
 276.
 Quimby, —, 208.
 John N., 208.
 Quiner, William, 236.
Rachel (sloop), 86.
 Rainbow (schr.), 126.
 Raines, John, 73.
 Ramilies (ship), 159,
 259, 262, 263.
 Ramitt, Thomas, 125.
 Ramsdell, Rev. Wil-
 liam, 200.
 Randall, Randell,
 Capt., 191(2).
 Caroline (Burnham),
 60.
 Carolyn Mary, 60.
 Christopher, 299.
 James, 60.
 Mary, 299.
 Rattler (brig), 152.
 Rattler (ship), 151,
 160, 272, 320.
 Rattler & Bream
 (ship), 72.
 Ravel, William, 243.
 Ray, Dr. Caleb, 192(2).
 J., 262.
 Raymond, E., 157.
 Edward, 280(2).
 Reaper, Richard, 85.
 Rebekah (brig), 114.
 Recruit (ship), 76, 317,
 318.
 Reed, Read, Reid, Mr.,
 312.
 Abigail, 12.
 Agnes, 311.
 Ester, 12.
 Hester, 313(3).
 J., 153.
 John, 190, 310(2),
 311(3).
 Joseph, 296.
 Mary, 310.
 Wid. Mary, 310.
 Richard, 190, 310,
 311(2).
 Samuel, 12(2), 310
 (3), 311, 313.
 W., 205(2).
 Waterman, 99.
 William, 198.
 Regulus (ship), 78.
 Rench, Walter, 86.
 Renton, —, 203.
 George K., 203.

- Renton, John A., 203, 289.
 Richard, 203, 204, 297.
 Resolution (schr.), 70.
 Resquil, —, 158.
 Retaliation (privateer), 75, 76, 152, 257, 263, 264, 267, 269, 323.
 Retrieve (privateer), 73(2), 77, 79, 265, 272.
 Revell, William, 243.
 Rhodes, Rhods, —, 234, 241.
 Benjamin, 234, 241.
 John, 234, 241.
 S., 272.
 Samuel, 234, 241.
 Sarah, 234, 241.
 Susannah, 241.
 Thomas, 234, 241.
 Rice, —, 210.
 George W., 201.
 T., 269.
 Rich, J., 320.
 Richard, A., 261.
 Richardson, —, 167.
 Mr., 295.
 Daniel, 295.
 David, 295, 299.
 E. A., 301.
 Elbridge A., 204.
 Hannah, 209, 295.
 John, 297.
 John P., 204, 296, 297.
 Joseph, 172, 295.
 Ricker, —, 196(2).
 Alexander C., 195, 196, 204.
 John S., 204.
 Josiah L., 204, 293, 295.
 William, 292.
 Rider, D., 261.
 Rifleman (ship), 158, 176, 260.
 Rifleman (sloop of war), 155.
 Riggs, A. R., 160.
 Ringdove (brig), 159.
 Ringdove (privateer), 260, 267.
 Ringdove (ship), 321.
 Ringgold, Thomas, 116.
 Riva, J., 80.
 Roach, John, 318.
 Roads, Roades, —, 235.
 Anne, 242.
 Elizabeth, 238.
 John, 234(4), 235, 241(2), 242(5).
 John, jr., 231(3), 241.
 John, sr., 230(2).
 Paul, 95.
 Sarah, 242.
 Stephen, 242.
 Susannah, 234.
 Roanoke Island, 98.
 Roberts, Robert, 122.
 S., 158.
 Robertson, Edward, 72.
 J., 263.
 Robbins, Robins, —, 220.
 Philip, 84.
 Thomas, 223.
 Robinson, —, 136.
 J., 263.
 John, 66, 67(3), 130.
 Lucinda, 67.
 Lydia, 67(2).
 M., 160.
 Robert, 67.
 Rocks Bridge, 37.
 Rodgers, W., 80.
 Rogers, —, 84, 201, 217.
 Major, 216(2), 217.
 Benjamin S., 32.
 David, 280.
 Elizabeth, 184.
 Rev. Ezekiel, 174.
 Hiram, 204.
 J. V., 161.
 Jacob, 303.
 James V., 201.
 John, 296.
 Major Robert, 213(3), 214.
 William, 156, 184, 294.
 William C., 63.
 Rolf, Sergt., 336.
 Ezra, 161, 303(2).
 Mary, 161.
 Rolla (privateer), 76(2), 78, 80(2), 151, 153, 257, 264, 268, 320.
 Rollins, —, 204.
 Romulous (ship), 269.
 Rooke, Capt. Edward, 86.
 Roosevelt, President, 112.
 Adolphus, 284(2).
 Root, Senator, 112.
 Ropes, —, 123.
 Daniel, 273.
 Nathaniel, 276, 277.
 Samuel, 118.
 T., 259.
 Thomas, 128, 275.
 Rose, Thomas, 182(2).
 Ross, —, 210.
 Rosswell, Adolphus, 330.
 Rouse, John, jr., 95.
 Rover (privateer), 260, 263, 270, 271.
 Rover (schr.), 158.
 Rowell, William, 245.
 Rowland, —, 3, 10(2).
 Abigail, 7, 10, 180.
 John, 7(2), 10(2), 180(3).
 Lucy, 237, 238.
 Richard, 3(5), 5, 7(4), 10(3), 12, 178, 180(2), 237(3).
 Rowley, Mass., 34, 35.
 Royall, Isaac, 187.
 Ruck, —, 10.
 John, 129.
 Samuel, 87.
 Runnels, Runnel, Peter, jr., 329.
 Preter, jr., 234.
 Russell, —, 9.
 Benjamin, 140.
 Elizabeth, 9, 232.
 Henry, 232(2).
 John, 62, 63, 232.
 Joseph, 339.
 Miriam (Rhodes), 62.
 Tabitha, 62.
 Thomas, 8(2).
 Sackwood, Thomas, 282, 283.
 St. Barbe, George, 119

- St. Domingo (ship), 321.
 St. George (privateer), 255.
 St. Lawrence (ship), 78, 157(2).
 Salem, Mass., 4(4), 5, 34, 36, 86, 97, 188.
 Sally (brig), 70(2).
 Salmon, John, 89.
 Salter, Malachy, jr., 116.
 Sampson, Ralph, 281.
 Samuel Dogget (schr.), 115.
 Sanborn, —, 200.
 J. B., 200.
 Jeremiah B., 205.
 Sanborn, McClintock & Belknap, 134.
 San Domingo (ship), 74, 154, 262.
 Sandin, Arthur, 4.
 Sandstrom, C. F., 269.
 Santiago, 107.
 Sarah (brigantine), 88.
 Sarah Salisbury (schr.), 95, 116(2).
 Sargent, Sargeant, Sergeant, Mr., 290.
 E., 302.
 Edward, 303.
 Eliphalet, 206, 302.
 Epes, 331(3).
 Florence, 148.
 Nathan, 290(3).
 Saturn (ship), 80, 152, 259, 264, 269.
 Saunders, Sanders, —, 185, 195.
 Abel, 298, 303.
 Caroline, 296.
 David, 300.
 Ezekiel, 195.
 Jedediah, 196.
 John, 116.
 Moses, 296(2), 297.
 Philip, jr., 279.
 Capt. Philip, jr., 279.
 Thomas, 116.
 Savory, Savary, Savery, —, 167, 176, 177.
 Esquire, 300(2).
 C. P., 208.
 Charles G., 299.
 Charles P., 204, 289.
 Savory, Frank, 300.
 G., 176.
 George, 26, 302.
 Hon. George, 300.
 George T., 301.
 Capt. John, 299(2).
 John B., 26.
 Jonathan, 300.
 Joseph, 299(2).
 Moses, 303.
 Thomas, 202, 298, 299(2).
 Maj. Thomas, 299(2).
 William, 299(2).
 Sawyer, David, 206, 300.
 Jacob, 204(2).
 Reuben, 204, 293.
 William, 204.
 Saxon (man of war), 92.
 Scafe, John, 274.
 Scandlin, Daniel, 243.
 Sceptre (ship), 74.
 Scilo, Col., 218.
 Scolly, —, 84.
 John, 84.
 Scott, Evelyn, 60.
 Henry, 277.
 Scott & McMichael, 279.
 Scruggs, Scrugs, —, 1, 2(3).
 Thomas, 1(2), 2(2).
 Seabury, Rev. Samuel, 66.
 Sea Flower (schr.), 276.
 Sea Horse (snow), 85, 89.
 Seahorse (ship), 322.
 Sea Nymph (snow), 331(2), 332.
 Searl, John, 15(2).
 Selly, T., 157.
 Severitt, —, 232.
 Thomas, 232.
 Severn (ship), 78, 157(2).
 Shackford, Esther, 137.
 Gideon, 137.
 Hannah, 137.
 J., 154.
 Jacob, 137.
 Jeremiah, 137.
 John, 137(3).
 Samuel, 137(2).
 Judge Samuel, 137.
 Sarah, 137.
 Shackford, W., 260.
 William, 137.
 Shaller, N., 74.
 Shannon (privateer), 74, 153, 159, 160, 259, 260, 272(2), 319.
 Shannon (ship), 72, 74, 80, 150, 157, 160, 320.
 Shapley, Shaply, Wid., 308.
 Daniel, 308(2).
 Richard, 308(2).
 Sharer, James, 190.
 Shaw, Benjamin, 73.
 Charles A., 301.
 Francis, 284, 285(2).
 Shelbourne (ship), 158.
 Sheperd, Capt., 185.
 Sherburn, Col., 347(2).
 Sherlock, William, 69.
 Shier, John, 122.
 Shirley, Gov., 133.
 William, 276.
 Shoff, John, 297.
 Silsby, William, 186(3).
 Simons, Mrs. Hannah, 65.
 Capt. John, 280.
 Simond, Peter, 287(2).
 Simpson, —, 332.
 David, 64.
 Frances, 242.
 George, 296.
 Horatio, 64.
 John, 277(2), 281.
 Jonathan, 281.
 Sinclair, R., 260.
 Sir John Sherbrooke (privateer), 74, 77(2), 79, 151, 258, 261, 262, 264, 320, 322, 323.
 Skidmore, J., 78.
 Skinner, Deacon, 233, 238, 239, 243.
 Alice, 239.
 H., 267.
 James, 190, 238.
 John, 239, 243.
 Capt. John, 87, 243.
 Richard, 232, 233(2), 238(2), 239(3), 243.
 William, 243(2).

- Slade, Christopher, 312.
 Slate, Oliver, 270.
 Slaygur, P., 270.
 Sluman, Sleuman, Andrew, 84.
 John, 82.
 Thomas, 84.
 William, 282.
 Small, Hannah, 142.
 Smethurst, —, 81, 82.
 John, 120, 238(2).
 Joseph, 190.
 Capt. Joseph, 233.
 Tabitha, 233.
 Smith, —, 181(3), 205, 263.
 Captain, 11, 236.
 Lt., 337(2).
 Mrs., 295.
 Andrew, 266.
 Edward, 278.
 Ichabod, 277(4).
 Isaac, 95.
 J., 74, 261, 265.
 James, 11, 180, 181 (5).
 Capt. James, 7, 11, 181.
 James, sr., 181.
 John, 74, 126(2), 288.
 Lt. John, 236.
 Julia, 148.
 Mary, 181.
 Richard, 279(2), 286, 287(2).
 Samuel, 283(4), 284.
 Mrs. Sarah, 204.
 Thomas, 283(2).
 Warren F., 296.
 William, 55.
 Snellock, —, 327.
 Capt., 325.
 Capt. James, 288(2).
 Sniffen, Col., 109.
 Snow, H., 153.
 J., 79.
 Josiah, 271.
 Snowden, Capt., 188.
 Somes, Charles B., 202, 207.
 Sophie (ship), 159.
 South Reading, Mass., 38, 40, 41, 48, 50, 54.
 Southworth, C., 317.
 Souza, J. De Lonza Carvatho, 79.
 Sparhawk, Rev. John, 93.
 Sparling, P., 321.
 Sparrow, Capt., 346.
 Capt. Edward, 346.
 Sparrow (schr.), 187.
 Spartan (ship), 72, 76, 79, 151, 152, 154, 259(2), 266, 267(2), 268, 272, 323, 324.
 Spence, George, 220.
 Spencer (ship), 258.
 Spofford, Dr., 168, 171, 175, 201, 205.
 Dr. Amos, 32.
 David, 198.
 Gardner, 202.
 George, 32.
 Irene Dole, 32.
 Dr. J., 164, 165.
 J. Morris, 202.
 Jeremiah, 26.
 Leander, 33.
 Dr. Richard, 32.
 Spool, —, 45.
 Spurr, James, 198.
 Spy (store ship), 80.
 Squadron (ship), 74.
 Stacey, Stacy, —, 16.
 Ambrose, 236.
 Ebenezer, 236(5), 239.
 Elizabeth, 130.
 Henry, sr., 8.
 Mary, 239.
 Priscilla, 132.
 Samuel, 16, 95.
 Susannah, 130(2).
 T., 172.
 Thomas, 130(2).
 Thomasine, 130.
 William, 132.
 Stanclift, James, 87.
 William, 87.
 Stanford, James, 336.
 Stanton, Stephen, 272.
 Stanworth, R., 267.
 Star (privateer), 158, 260.
 Stark, Brig. Gen., 341.
 Start, William, 117.
 Statira (ship), 72, 73 (2), 74(2), 76, 78, 79(2), 151, 154, 155, 158, 159, 258, 259, 267(2), 321, 324.
 Steinhaven, F. R., 76.
 Sterling, E., 154(2).
 Sterns, S., 263.
 Stevens, Stephens, Charles, 304.
 Hannah, 351(2).
 J., 268.
 John, jr., 351.
 Jonathan, 201, 293.
 Mary, 351.
 R., 159.
 Rebecca, 237.
 Roger, 316.
 Sarah, 244.
 Stickney, —, 177, 196, 198, 204.
 Capt., 165.
 Capt. A. I., 299.
 Betsey, 135.
 Caleb, 135(3).
 D. B., 168, 301, 302 (2).
 Col. D. B., 301(3), 303.
 Dea. Daniel, 203, 301(2).
 David, 260.
 E. B., 198.
 Edward S., 135.
 Emily, 135.
 Enoch, 135.
 Erastus B., 198.
 Fanny, 135.
 Gideon, 135(2).
 Gideon Woodwell, 135.
 Jacob, 135(2).
 Jane, 135.
 John, 135(2).
 Capt. John, 167, 196.
 John Fernald, 135.
 Joseph M., 196, 203 (2).
 Joseph P., 205(2), 300(2), 301.
 Lavinia, 135.
 Leonard W., 200(3).
 Lydia, 135.
 Mary, 135.
 Mary Ann, 135.
 Moses, 196.
 Paul, 196, 291.

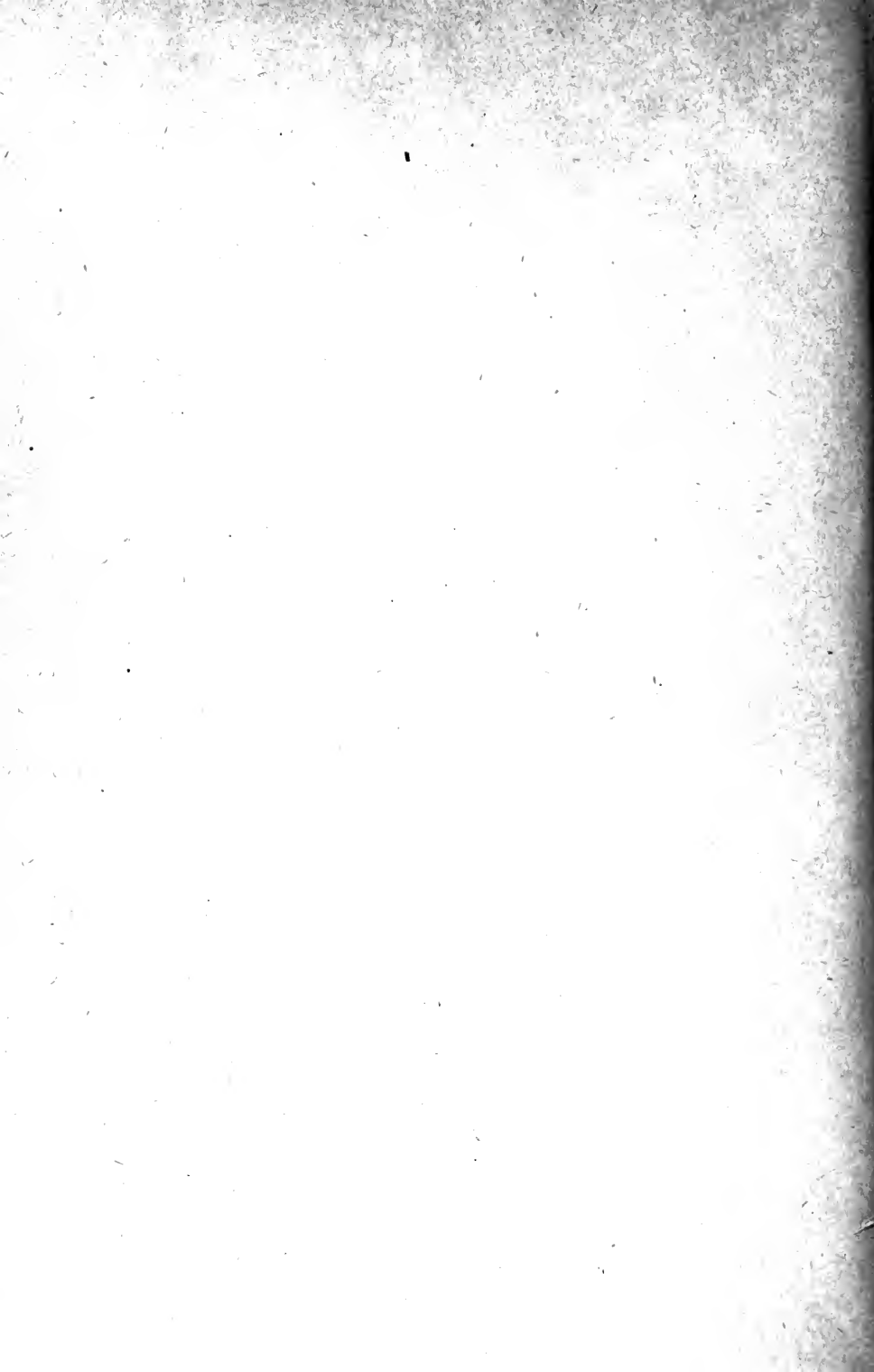
- Stickney, Capt. Thomas, 203 (2).
 Thomas W., 196, 298, 302.
 William, 185.
 William Wyer, 135.
 Sally, 135.
 Samuel, 203, 204.
 Sarah, 135(2).
 Sarah E., 135.
 Sarah (Titcomb), 135.
- Stickney & Balch, 302 (2).
- Stileman, —, sr., 7.
 Stiles, Abner, 219.
 Stilson, James, 237(2).
 Stockton, Fort, 100(3).
 Stoddard, —, 3.
 Solomon, 3.
- Stone, Capt., 210.
 Andrew, 85.
 James, 181.
 William, 23.
- Story, Henry, 201.
- Stover, J. L., 272.
 N., 159.
- Strang, Alexander, 317.
 J., 268.
- Straw, E. A., 197.
- Strout, Martha Ellen, 142.
- Stuart, John, 127.
- Stuben, Maj. Gen., 346.
- Success (schr.), 85.
 Success (ship), 267.
- Suckling, George, 274.
- Superb (ship), 79(2), 152, 154.
- Susannah (schr.), 70 (2), 71(4).
- Swallow (schr.), 69, 187.
- Swallow (sloop), 86.
- Swampscott, Mass., 1.
- Swan, Henry, 273.
 Samuel, 258.
- Swart, Wigle, 322.
- Sway, Samuel, 260.
- Sweeney, Lt., 323.
- Swenburg, C., 264.
- Swenson, James, 148.
- Swett, Sweatt, Sweet, Sweete, Mrs. Almyra, 201.
- Swett, Joseph, 229(2), 316.
 Joseph, jr., 229.
 Moses, 89.
 Robert, 241.
- Swett & Perry, 197.
- Sylph (ship), 154, 264, 323.
- Symonds, Capt. John, 280.
- T**ainer, Thomas, 228.
- Tandy, Gorham P., 199, 200.
- Tapley, Gilbert, 45.
- Tapleyville, 41, 48, 54.
- Taplin, Capt., 212.
- Tappan, Toppan, Mr., 301.
 Bezaleel, 128.
 J., 301.
 John, 175, 300.
 Joseph, 141.
 Sarah Ann, 141.
 Willoughby, 279(2).
- Tarney, Mary, 57.
 Mathew, 57.
- Tarr, Richard, 84.
- Tarrant, George, 235.
- Tartar (snow), 119.
- Taxier, Jean, 327.
- Taylor, E., 321.
- Taynor, Taynour, Elias, 228(4), 229, 230.
 Elizabeth, 228(2).
 Mary, 228(3).
 Thomas, 228(2).
- Teazer (privateer), 151.
- Tededos (ship), 80.
- Tenedos (frigate), 159.
- Tenedos (ship), 74(2), 154, 260, 267.
- Tenney, Tenny, —, 49(2), 167.
 Elder, 176.
 Charles S., 20, 26, 34.
 D. B., 24.
 Daniel, 304.
 G. J., 52.
 George J., 20, 23, 26, 45, 49, 52.
 Capt. J., 161.
 Capt. John, 176, 196.
- Tenney, Philip, 167, 203, 304(3).
 Dea. Philip, 304.
 Priscilla, 297(2)-300 (2), 303, 304.
- Samuel, 176, 196, 304.
- Savary, 196, 297, 300(3).
- Silas, 303, 304.
- Solomon, 195, 196.
 Dea. T., 303, 304.
 Dea. Thomas, 304.
 William, 302, 303.
 Dea. William, 304.
- Ter Borch, —, 128.
 Abraham, 328.
- Terrio, J., 318.
- Tewksbury, Hannah, 314.
 M. G. J., 197.
 Philip, 314.
- Thaxter, Samuel, 95.
- Thomas, George, 152.
 James, 278(2).
 Jethro, 219.
 John, 114.
 N., 270.
- Thomlinson, Freeo-
 theck & Co., 332.
- Thompson, Thomson, Dr., 218, 219(2).
 A., 257.
 J., 155, 317.
 James, jr., 85.
 Samuel, 299.
 Stephen, 155.
- Thornberg, Major, 103(3), 104(2).
- Thorndike, Herbert, 276(2).
 Capt. Herbert, 276 (4).
 Joshua, 276.
- Thornton, John, 348 (2).
- Thurlow, Thurlo, Charles, 143.
 Eunice Adams, 147.
 Hannah J., 140.
 Capt. Joseph L., 147.
 M., 323.
 Moses, 20.
- Thrasher, Joseph, 334.
- T h r e e** Brothers (schr.), 287, 325, 326.

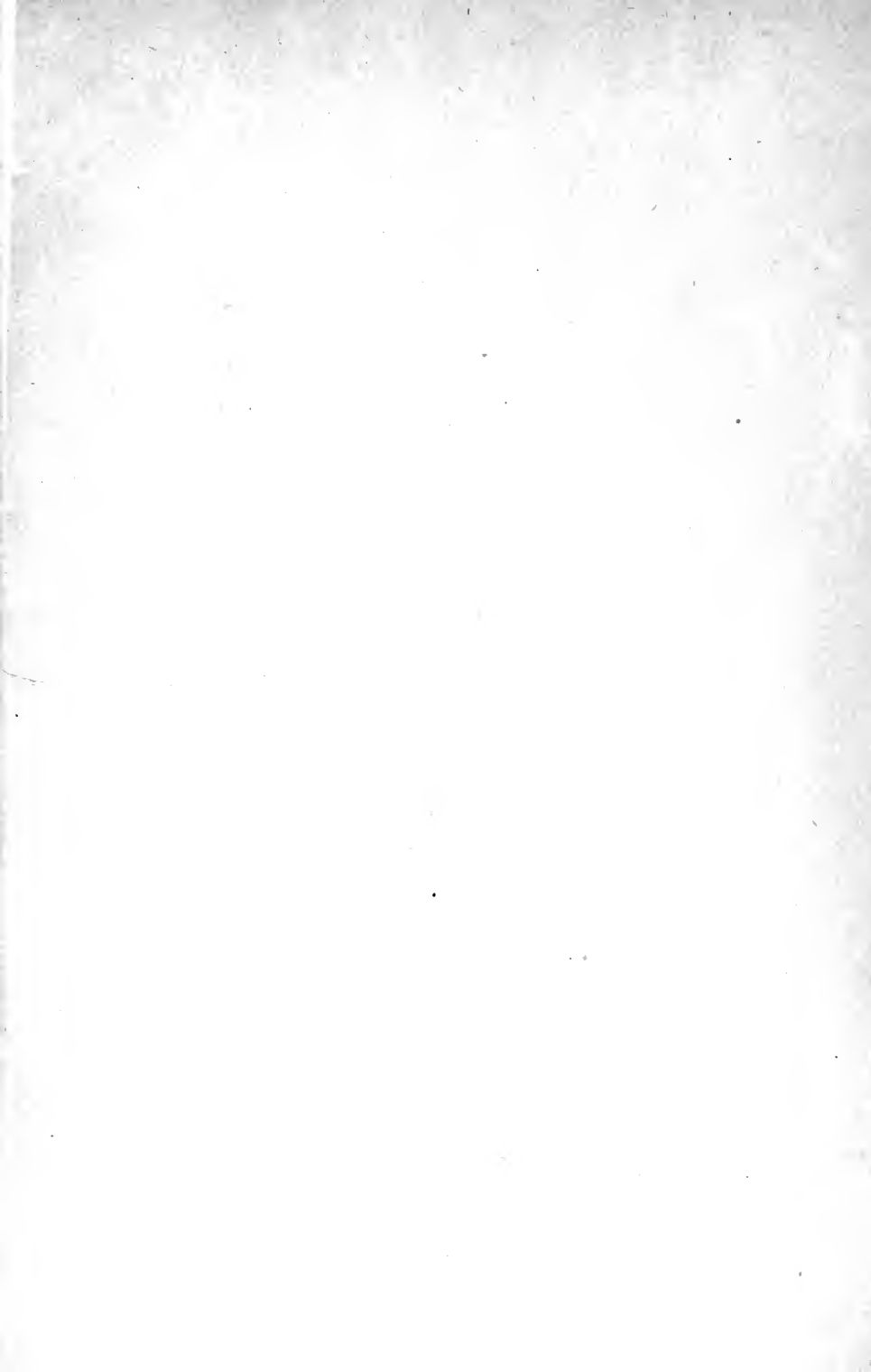
- Three Sisters (fishing schr.), 187.
 Throgmorton's cove, 12.
 Tibberts, E., 77.
 Tiedeman, C., 323.
 Tilton, Daniel G., 142.
 Tinker's Island, 12.
 Tinkham, Mary M., 137.
 Tinney, Moses, 70.
 Titcomb, Elizabeth, 136.
 Henry, 191.
 Capt. Richard, 133.
 Tomahawk (ship), 62.
 Tongue, Mary, 130.
 Tonniel, —, 81, 82.
 Topsfield, Mass., 34
 (3), 35(2), 38(3),
 40, 48, 49, 53.
 Torizel, John, 122,
 273.
 Townley, John, 302.
 Townsend, E. D., 106.
 Tozier, Ebenezer, 325.
 Trask, Traske, Capt.
 2(3).
 Daniel, 85.
 John, 223.
 William, 223(2).
 Treadwell, Rev. John,
 66.
 Trevett, —, 225.
 Richard, 236(2).
 Trevie, Trefey, Annis,
 11(2).
 Thomas, 11.
 Tripp, William, 120.
 True, Capt. Winthrop,
 116.
 Truesdell, Trusdale,
 Mary, 315(2).
 Tryall (schr.), 94.
 Tucker, Captain, 118.
 Andrew, 15(2), 93,
 116, 190, 280(3).
 Capt. Andrew, 280.
 C. F., 263.
 George, 235.
 Nicholas, 235(3),
 236(2).
 Philip, 15.
 Tudman, William,
 120, 287.
 Turel, Capt., 255.
 Turner, Mr., 315.
 Isaac, 119(2), 190.
 John, 95, 118, 276
 (4).
 Josiah, 263.
 Samuel, 119, 315,
 332(2).
 Tuttle, Edward F.,
 198.
 Joseph F., 198.
 Twichell, Benj., 341.
 Two Brothers (schr.),
 281.
 Tyler, Tylor, Col.,
 333, 338, 340(2),
 344, 345, 347.
 Abraham, 290.
 Jere., 303.
 Joseph, 95.
 Leverett W., 289.
 Col. Nathan, 333,
 338(2), 340-342,
 346(2).
 Samuel, 289, 291,
 300.
 Tyng, Edward, 183.
 Edward, jr., 183.
 Edward, sr., 183.
 Eunice, 183.
 Jonathan, 183.
 Mary, 183(2).
Underwood, James,
 10.
 Uniacke, Richard
 John, 69.
 Upham, —, 46.
 C. W., 46.
 Upton, John, 152.
 Usher, Capt., 185.
Vail, S. B., 261.
 Valiant (ship), 158,
 258, 269.
 Vance, Nelson F., 297.
 Nelson S., 302.
 Vandine, C., 73.
 Van Microft & Hop-
 kins, 279.
 Van Yrendoon, Her-
 mon, 327.
 Vans, William, 329(2).
 Vellenefue, Gideon,
 122.
 Venton, James, 82.
 Vickery, Vicary, Rob-
 ert, 84.
 Vickery, William, 296.
 Victorious (ship), 259
 (2), 265, 267.
 Victory (sloop), 128
 (2), 275.
 Viena, F. D., 259.
 Vinning, Thomas, 245.
 Viper (sloop), 185.
 Vogle, Henry, 69.
 Volant (brigantine),
 85(2).
 Vulture (sloop), 274.
Wade, Col. Nathan-
 iel, 333.
 Valentine, 230.
 Wakefield, Mass., 48.
 Walden, G., 253.
 Waldron, —, 184.
 Dorothy, 244.
 Joanna, 237.
 John, 179, 183(10),
 237, 243, 244(4),
 307.
 John, sr., 243, 244.
 Joseph, 237.
 Miriam, 237(2).
 Samuel, 237(6).
 Sarah, 237.
 Thomas, 183(5), 237,
 244(2).
 Wales, James L., 202.
 Walker, Mrs., 299.
 David, 300.
 George S., 299(2).
 H., 323.
 J., 320.
 Jonathan, 303.
 Thomas, 85.
 William, 197(2).
 Wallace, Gen. Lew,
 101.
 Wallingford, —, 296.
 Mr., 304.
 Charles, 162, 172,
 176, 303, 304.
 James, 295.
 Nathaniel, 300, 304.
 Nicholas, 303.
 Wallis, William, 285.
 Walsh, Ardis, 161.
 Walter, —, 123.
 Fitz, 123(2), 125(5),
 126.
 Walton, Elizabeth,
 179.
 Mary, 180.

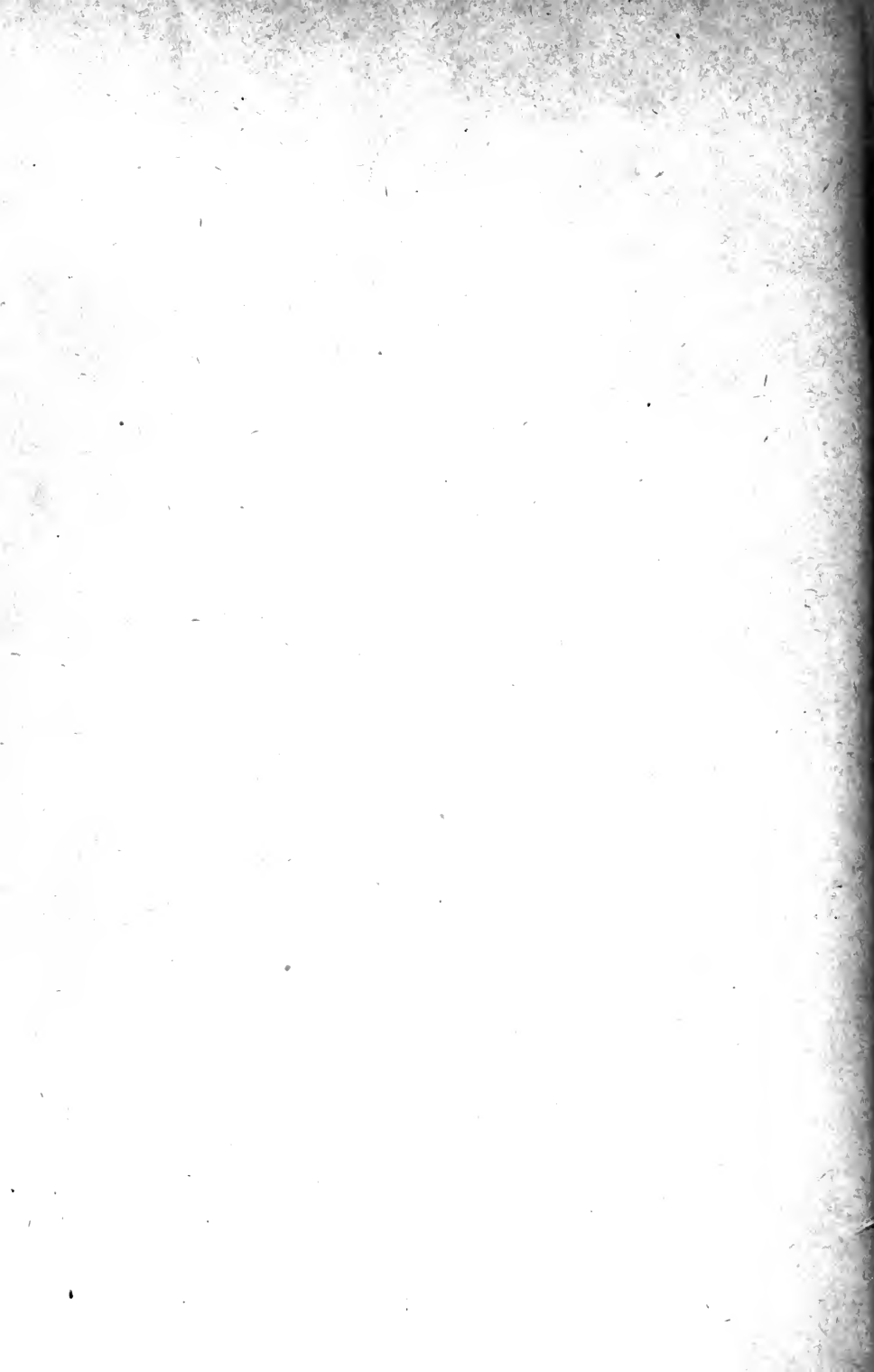
- Walton, N., 77.
 Nathaniel, 8, 179,
 180(3), 238(2).
 Rev. William, 179,
 180(2).
 Ward, Captain, 7.
 Lt. Col., 341.
 Joshua, 84(2).
 Samuel, 3-5.
 Capt. Samuel, 7.
 Warden, Thomas, 95.
 Wardwell, Elbridge
 G., 292.
 Warren, Frank, 199.
 Dr. Israel P., 68.
 Warren (schr.), 56.
 Washburn, Edith L.,
 149.
 Washington, Gen., 342.
 Wasp (brig), 160.
 Wasp (ship), 150, 151,
 266, 317, 323.
 Wasson, Rev. Mr.,
 199.
 Waters, Mary, 314.
 William, 314.
 Watts, Watt, Capt.,
 255, 314, 315.
 Mr., 315.
 Abigail, 351.
 Alexander, 314, 315
 (2).
 Elizabeth, 351, 352.
 James, 331, 332.
 John, 331, 332, 351.
 Samuel, 351.
 Waymouth, —, 181.
 Thomas, 181.
 Wayne, Brig. Gen.,
 335.
 Weazel (privateer), 79,
 156, 261, 318.
 Webb, Col., 340, 347.
 John, 183.
 Jonathan, 87, 116.
 William, 327.
 Webber, A., 259.
 Mary, 244.
 S., 80.
 Webster, F., 269.
 Jonathan, 351.
 Nathaniel, 197.
 Weed, —, 338.
 Weeks, B., 324.
 Joseph, 321.
 Rev. Mr. Wingate,
 66(2).
 Welch, Philip, 14.
 Thomes, 189.
 Weld, W. G., 323.
 Wells, Lucy Jane, 146.
 Samuel W., 146.
 Wendall, Wendell,
 John, 127(3).
 Capt. John, 122.
 Wenham, Mass., 12,
 34, 41.
 Went, Samuel, 95.
 Wentworth, Charles
 W., 204.
 West, George, 258.
 Capt. George, 280.
 Samuel, 116.
 West Newbury, 19(3),
 26, 33, 37, 162(3),
 165(3), 172(2), 174.
 West Peabody, Mass.,
 41.
 Westbrook, Col.
 Thomas, 132.
 Wescot, Wescot, Wil-
 liam, 339, 340(2).
 Westlake, John, 240.
 Weston, Lt., 337, 340.
 Louise (Page), 102.
 Mary Hunt, 102.
 Orin, 20.
 Orrin, 26.
 William L., 36.
 William Low, 102.
 Wheeler, —, 140,
 349(2).
 Elizabeth, 348-350.
 John, 348, 350.
 Wheelock, —, 136.
 Whelan, James, 76.
 Wheldon, S. T., 151.
 Whiger, Bethiah, 228.
 John, 228.
 Whipple, Capt., 218
 (2).
 Major, 98.
 George M., 98.
 Joseph, 218(2).
 White, —, 116.
 Capt., 82.
 Elias, 229(2), 230(2).
 Capt. John, 82.
 Capt. John, sr., 114.
 Capt. Joseph, 95,
 116.
 Whiting, Lucy, 59.
 Whittier, John, 297(2).
 W. R., 26.
 Wierman, G., 322.
 Wiggin, —, 19.
 Wigglesworth, Col.,
 209.
 Wilcott, —, 223.
 John, 221(3), 222(8),
 223.
 John, jr., 224.
 Wildes, —, 19.
 Wiley, Sarah Brooks,
 59.
 Wilkins, Daniel, 220.
 Wilkinson, —, 83.
 Henry, 184.
 Willard, —, 184.
 Eunice, 183.
 Rev. Samuel, 179(2),
 183, 184(2).
 Willett, Mrs. Lydia,
 138.
 Willey, Willys,
 George, 126.
 Samuel, 295(3)-297.
 William (sloop), 127.
 Williams, Abraham,
 10.
 Enoch S., 18.
 Henry, 91.
 John, 75, 241(2).
 Mary, 130.
 Roger, 130.
 Samuel, 208.
 Thomas, 138.
 W. C., 260.
 William, 126.
 Williard (sloop), 92.
 Willingmind (sloop),
 115.
 Willis, Capt., 191(3).
 Alfred, 300.
 Joseph R., 196.
 Pauline, 247.
 Willoughby, Charles,
 319.
 Wilmington Hen
 (ship), 126.
 Wilson, Widow, 66.
 A., 154.
 Andrew, 66, 273.
 John, 66(2), 184.
 Lidia, 67(2).
 Winnerholt, A., 265.
 Winslow, Governor,
 181.
 Elizabeth, 181.
 Winther, J. H., 73.

- Winthrop, Capt., 95.
 Governor, 3.
 Wolfe, General, 188.
 Wolverine (privateer),
 75, 77, 80, 159, 270,
 318, 323, 324.
 Woodward, Thomas,
 330.
 Woods, Wood, —,
 167, 202, 243.
 General, 112.
 Mrs., 300.
 Abigail, 56(2), 57.
 Betsey, 299.
 Edward, 298.
 Elizabeth, 56(4), 57.
 George E., 300.
 John, 12, 18, 23.
 Leonard, 195, 304.
 Martha, 56.
 Mary, 12(2), 243.
 Moses, 301, 302.
 Moses, jr., 300(2).
 Moses, sr., 300.
 N. H., 302.
 Rebecca, 56.
 Rufus H., 204, 300.
 Samuel, 202.
 Sarah, 300.
 Stephen, 194.
 T., 295.
 Thomas, 56(3), 57
 (4), 58, 295, 299(2).
 William, 12, 56, 242
 (3).
 Woodbury, Woodber-
 ry, Woodbery,
 Andrew, 182.
 John, 2, 155.
 Mary, 182.
 Sarah, 139.
 Wooden, John, 71.
 Woodman, —, 170.
 Mr., 302.
 Albert Little, 143.
 Charles Albert, 143.
 Ira L., 302.
 John, 303.
 Jonathan, 177.
 Lizzie May, 143.
 Woodruffe, Judge, 63.
 Woodward, C., 272.
 Joseph, 85.
 Woodwell, Woodell,
 Abigail, 133.
 Achsah, 139.
 Albert, 142.
 Woodwell, Albert
 Augustus, 142.
 Alice, 131, 133.
 Ann, 130.
 Anna Eunice, 145,
 146.
 Archer Gideon, 149.
 Archer Roscoe, 147.
 Arthur Howard, 148.
 Benjamin, 130-132,
 135.
 Benjamin Atkinson,
 142.
 Betsey, 136.
 Caleb S., jr., 143.
 Caleb Stickney, 138,
 143.
 Carolus Sylvester,
 147.
 Charles, 142, 144.
 Charles Henry, 142,
 146.
 David, 130, 132(2),
 134, 136(2), 141(2),
 142, 146.
 David Edward, 145,
 148.
 David Newman, 149.
 David Titcomb, 142,
 145, 149.
 Dorcas, 130.
 Edward F., 143.
 Elbridge Gale, 145,
 148.
 Elizabeth, 130(2),
 131(3), 133, 134,
 136, 138.
 Elizabeth Ann, 142.
 Elizabeth Titcomb,
 143, 146.
 Emmie Louise, 145,
 148.
 Esther, 133, 137(2).
 Ethel Gladys, 149.
 Eva Cecilia, 147.
 Fanny Denny, 142.
 Feroline, 148.
 Florence, 148.
 Frank Archer, 145,
 148.
 George Edward, 142.
 George Masters, 147.
 George W., 141, 144
 (2).
 Gideon, 130-133, 135,
 136(3), 141, 142(3).
 Woodwell, Capt.
 Gideon, 133, 136
 (2), 137(2), 141.
 Gideon, jr., 135, 139
 (2), 146.
 Hannah, 133, 136.
 Hannah Jane, 143.
 Herbert Newman,
 145, 148.
 Horace D., 143.
 Ida Caroline, 147.
 Isaac, 133.
 Jacob, 133, 136, 138,
 139(3), 143.
 Jacob, jr., 139, 143.
 Jacob Ambrose, 143,
 147.
 John, 130(3), 132,
 133(2), 134(2), 136
 (6), 133-142(2), 144
 (2), 145.
 Capt. John, 144.
 John & Co., 143.
 John, 3rd, 143.
 John, jr., 141.
 John Baker, 147.
 John Stickney, 138.
 John Titcomb, 141.
 Joseph A., 143.
 Jonathan, 130, 132
 (2).
 Joseph, 130, 131(3),
 132.
 Joseph Atkinson,
 142, 145.
 Joshua, 130, 131.
 Julian Ernest, 147,
 149.
 Kate G., 143.
 Kate S., 143.
 John, 130.
 Lena Titcomb, 148.
 Lewis F., 143.
 Louis Brown, 148.
 Louis Eugene, 145,
 148.
 Lucretia Baker, 143.
 Lucy Baker, 148.
 Lucy Elizabeth, 146.
 Lydia, 130, 132, 133.
 Mabel Florence, 148.
 Margaret, 130.
 Martha Davis, 138.
 Mary, 129(2), 130(2),
 131, 132(2), 133,
 134(2), 137, 139.
 Mary Alice, 148.

- Woodwell, Mary Jane, 143.
 Mary Loise, 145.
 Matthew, 129(6), 130.
 Mercy, 136, 140.
 Michael Titcomb, 142.
 Miriam Adelaide, 148.
 Nancy D., 144.
 Nancy Denny, 141.
 Polly, 136, 139.
 Priscilla, 134.
 Robert Baker, 142, 146.
 Roland Horton, 149.
 Ruth Adams, 147.
 Sally, 136.
 Samuel, 129, 130(2), 131(3).
- Woodwell, Samuel Williams, 146.
 Sarah, 133, 135.
 Sarah Davis, 138.
 Stacey, 116, 132.
 Susanna, 136.
 Thomas, 132.
 Thomasine, 132.
 Thornton Lester, 149.
 W. H., 129.
 William, 141.
 William E., 143.
 William Haskell, 145, 147.
 William Herbert, 147, 149.
 William Titcomb, 141.
 Woodwell & Hale, 136.
- Wright, Calley, 190.
 John, 34, 188, 190, 191.
 Joshua, 220.
 Wyer, William, 153.
- Yabsley, John, 231(2).
 Mary, 231.
 Susannah, 231.
 Thomas, 231(3).
 Yeoman, Edward, 348 (5).
 Elizabeth, 348.
 Susanna, 348.
 York, Joseph, 256.
 S., 150.
 Young William (sloop), 127.







F
72
E7E8
v.46

Essex Institute, Salem, Mass.
Historical collections

PLEASE DO NOT REMOVE
CARDS OR SLIPS FROM THIS POCKET

UNIVERSITY OF TORONTO LIBRARY

